

Appendix B

Public Involvement

Date	Description	Pages
Various	Agency Comments and Responses	34
Various	Public Comments and Responses	80



United States Department of the Interior
FISH AND WILDLIFE SERVICE

UTAH FIELD OFFICE
2369 WEST ORTON CIRCLE, SUITE 50
WEST VALLEY CITY, UTAH 84119

In Reply Refer To

FWS/R6
ES/UT
05-0814

May 17, 2005

Jeffrey Berna
Federal Highway Administration
2520 West 4700 South, Suite 9A
Salt Lake City, Utah 84118-1847

RE: Response to Comments on Draft Environmental Impact Statement and Section 4(f)
Evaluation for 11400 South Study Area, from 12300/12600 South to 10400/10600 South,
and from 700 East to Bangerter Highway

Dear Mr. Berna:

The U.S. Fish and Wildlife Service (Service) has received your response (dated May 6, 2005) to our comments on the 11400 South draft environmental impact statement (DEIS). We appreciate that the Utah Department of Transportation (UDOT) and the Federal Highways Administration (FHWA) were able and willing to work with us relative to our comments on this project, despite the fact that the comment letter was received well past the deadline, for unknown reasons. We appreciate the effort that has been made to address our concerns and to clarify some aspects of the project.

One main concern expressed in our DEIS comment letter was regarding direct impacts to riparian vegetation along the Jordan River under Alternatives 1, 4, or 7, primarily as a result of bridge construction at 11400 South. We understand from your response letter that the project is expected to directly impact only 0.02 acres of riparian vegetation along the river corridor, with the bulk of the impacts (1.64 acres) occurring at the proposed I-15 interchange. This is significantly less acreage impacted at the river than we understood from the DEIS. Further, we support UDOT's proposal to mitigate within the Jordan River corridor for all direct riparian impacts (2.42 acres under the preferred alternative) throughout the study area, as this would concentrate the habitat improvements in one area.

Another of our primary issues has related to the potential for induced development along the Jordan River corridor at the proposed 11400 South bridge location. We had expressed concern in our DEIS comment letter, based on our understanding of information in the DEIS, that the extension of 11400 South across the Jordan River would provide increased access to areas of currently undeveloped land adjacent to the river. We understand, after discussions with UDOT and FHWA, that current land ownership and zoning in the vicinity of 11400 South will prevent future commercial or residential development in the river floodplain and meander corridor. The

induced growth noted in the DEIS referred to 11400 South at the I-15 interchange and at Redwood Road. We understand that a new bridge at 11400 South is, therefore, not anticipated to induce growth within the river floodplain, the meander corridor, or in the zone of riparian vegetation adjacent to the river.

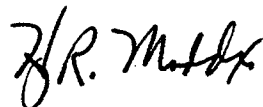
We have expressed concern about the effects of noise, light, and human activity levels in the river corridor that would result from the 11400 South road extension and bridge. We acknowledge UDOT's commitment to planting cottonwoods adjacent to the bridge area prior to construction, in an effort to shield wildlife habitat in the river corridor from these impacts. In addition, UDOT's commitment to using interior lights on the bridge parapets will greatly reduce the effects of light scatter. While the negative effects of noise, light, and human activity would not be eliminated, we appreciate these efforts to minimize the impacts.

We recognize that UDOT has already procured 15 acres of land for mitigation of this project. This property (four parcels, located at 11580 South 700 West, 11770 South 700 West, 11883 South Reeves Lane, and 11790 South 700 West) is south of the proposed bridge and provides an excellent location for restoration activities. Regarding mitigation from this project, we recommend that restoration efforts be focused on this mitigation property. Further, should Alternative 4 be selected, we ask that UDOT commit to creating an endowment that will provide for the future management needs of this mitigation property. An endowment is necessary to ensure the continued maintenance of the property relative to weeds, trash, and other issues that may arise. In addition, we would recommend that the easement be held by a third party which would manage and maintain the property in perpetuity using these endowment funds. The details of this arrangement could be worked out through the Army Corps of Engineers 404 permitting process, in coordination with the resource agencies.

The Service's preferred alternative remains Alternative 3a (the non-bridge alternative), based on the unavoidable impacts to fish and wildlife resources that would result from bridge construction at 11400 South. However, we recognize that the impacts to riparian areas at the Jordan River are less than we had believed from the DEIS, and that the potential for induced development at the proposed 11400 South bridge location is low, based on land ownership and zoning restrictions along the river. While we do not prefer the bridge alternative, the Service concludes that the impacts of Alternative 4 have been minimized to the extent possible, and that the potential for compensatory mitigation exists that would allow Alternative 4 to be acceptable.

We appreciate the opportunity to work with UDOT and FHWA on this project, and the efforts made to incorporate our comments and address our concerns. If you need further assistance, please contact Betsy Herrmann, Ecologist, at the letterhead address or (801) 975-3330 ext 139.

Sincerely,



Henry R. Maddux
Utah Field Supervisor

cc: COE – Bountiful



U.S. Department
Of Transportation
**Federal Highway
Administration**

Utah Division
2520 West 4700 South, Ste. 9A
Salt Lake City, UT 84118-1847

May 6, 2005

File: SP-15-7(156)293

Mr. Henry R. Maddux
Utah Field Supervisor
U.S. Fish and Wildlife Service
2369 West Orton Circle, Suite 50
West Valley, UT 84119

Project: 11400 South
From 700 East to Bangerter Highway
Salt Lake County, Utah

Subject: Response to U.S. Department of the Interior, Fish and Wildlife Service
Comments on Draft Environmental Impact Statement (DEIS) and Section 4(f)
Evaluation for 11400 South Study Area, from 12300/12600 South to
10400/10600 South, and from 700 East to Bangerter Highway

Dear Mr. Maddux:

This letter is in response to the comments received from the U.S. Department of Interior (DOI), U.S. Fish and Wildlife Services (FWS), regarding the 11400 South DEIS. The comment period for the Draft EIS ended December 20, 2004. The DOI comment letter, dated April 15, 2005, was received in our office on April 22, 2005. It is our understanding that Ms. Herrmann completed her comments in early December of 2004. I have informed Mr. Charles "Wes" Bolinger of this situation and requested that he contact you to determine if we need to modify our own procedures or if it was an internal issue amongst the DOI and FWS.

We appreciate Ms. Herrmann's participation and involvement with this and other projects. Her willingness to interact and share her knowledge has truly improved our documentation and, more importantly, our projects. The FWS is considered a valuable partner in our process.

The following responses were developed through an iterative process with Ms. Herrmann:

GENERAL COMMENTS

Comment: The Fish and Wildlife Service (FWS) recommends that Alternative 3a be adopted and states that the alternatives that include construction of a new roadway bridge at 11400 South would have significant impacts to riparian habitat in the Jordan River corridor. They also state that the indirect impacts to wildlife would be augmented by increasing future development in a currently undeveloped area that provides some of the best remaining wildlife habitat in the valley.



Response: While impacts to wetlands and riparian habitat would be greater under the bridge crossing alternatives than under Alternative 3a, there would be permanent impacts to only 0.14 acres of wetland and only 0.02 acres of riparian habitat at the Jordan River. The majority of the riparian habitat impacted by Alternative 4 occurs in the vicinity of 11400 South and I-15 and is associated with the proposed freeway interchange. The direct impacts to riparian habitat associated with Alternative 4 are as follows:

- 0.02 acres - Jordan River,
- 1.64 acres - I-15 Interchange Area,
- 0.34 acres - Willow Creek,
- 0.03 acres - Midas Creek,
- 0.40 acres - Along 11400 South near South Jordan Canal.

No FWS or state designated Critical Habitat was identified during the wildlife habitat surveys conducted for the project. Habitat within the study area is of moderate value as determined in the functional assessment report reviewed by, and concurred with by the Army Corps of Engineers. Section 3.10.1 of the forthcoming FEIS describes the habitat in better detail:

"Midas Creek flows east through the study area and is a tributary of the Jordan River. At the time of the site visit, the majority of Midas Creek was heavily disturbed with non-native vegetation and crossed by roads in multiple locations.

Willow Creek is a tributary of the Jordan River, with the confluence occurring in the northern portion of the study area. Generally, the riparian woodland associated with the creek is very narrow and is mostly comprised of non-native vegetation with many different land uses encroaching to the edges of the creek.

The Jordan River flows north from Utah Lake to the Great Salt Lake and is located near the center of the study area. The Jordan River corridor is a mosaic of riparian grassland, shrub land, and woodland; and contains the highest diversity of wildlife in the study area. The floodplain contains large stands of salt cedar and Russian olive, with interspersed wetlands. As part of a floodplain restoration effort, many of the largest stands of Russian Olive near 10600 South have been recently cleared and planted with native trees and shrubs. Although most of the habitat along the Jordan River in the study area has been substantially altered by human activity, it still provides an important movement corridor for wildlife. A recreational trail, fishing ponds, and picnic areas are located along the Jordan River in the study area."

The habitat located near I-15 that would be impacted with the construction of an interchange is limited in area to an old irrigation canal. This habitat is isolated, surrounded by developed and disturbed habitat areas.

Because of current land ownership and zoning plans along the Jordan River, no new commercial or residential development along the preserved Jordan River Parkway is expected as a result of implementing any of the Build Alternatives. Figures 5-7A and 5-7B illustrate land ownership along the Jordan River. Properties located within the Jordan River floodplain are zoned as open space by each of the cities with jurisdiction. Coordination with the cities of

Draper, South Jordan, and Sandy, indicates they value the recreational opportunities this zoning designation affords in the Jordan River Valley. The majority of indirect development from the build alternatives is expected to occur near the new I-15 interchange (Alternative 4) and near the intersection of 11400 South and Redwood Road (Alternatives 1, 4, and 7), as shown on Figure 4-1 in the forthcoming Final EIS. An economic analysis of the impacts associated with the proposed action and ongoing permitting and construction activities around the I-15/114 South area indicates that development has and will continue to occur in this vicinity. However, the density and type of commercial development in the I-15/11400 S area may differ depending on whether a new interchange is constructed and the timing of any such interchange construction.

Comment: FWS notes that if Alternatives 1, 4, or 7 are selected, additional mitigation would be necessary to compensate for the direct loss of and indirect impacts to riparian habitat. They also state that a bridge construction at 11400 South would have substantial direct and indirect negative effects to Jordan River riparian habitat and compensatory mitigation should be explored by UDOT and the resource agencies.

Response: As noted in the previous response, 0.02 acre of riparian habitat at the Jordan River will be directly impacted by the bridge abutments of the proposed action. Additional impacts related to light, noise, fragmentation, and wildlife activity levels may occur and are addressed in the proposed mitigation measures. The Draft EIS had a general statement in the Wildlife Mitigation section that habitat enhancement would be accomplished within the study area, ideally along the Jordan River. The Final EIS will state that:

"Areas of riparian/urban forest habitat removed for construction would be replaced or enhanced to compensate for the effects of habitat loss. The decision as to whether habitat will be replaced or enhanced will be determined upon final design and further consultation with USFWS and UDWR. Factors to consider may include: availability of additional lands, the condition of existing habitat within and adjacent to the proposed corridor, and a cost/benefit analysis of proposed actions. Habitat replacement or enhancement would consist of planting native trees and shrubs, control of noxious weeds, seeding of native species, or establishment of conservation easements on riparian/urban forest areas in the vicinity of the project. Habitat enhancement would be accomplished within the study area evaluated in this FEIS, ideally along the Jordan River."

The Final EIS will add language explaining that the 15 acres of property purchased by UDOT as mitigation for wetland and secondary wildlife impacts on the 10600 S project and the proposed 12300 S and 11400 S projects may be considered as part of the mitigation for this project. The four parcels that make up the 15 acres within the Jordan River floodplain, are located south of 11400 South and north of 12300 South. They have been deeded to Salt Lake County and are shown on Figure 5-7B as 11770 S 700 W; 11883 S Reeves Lane; 11790 S 700 W; and 11580 S 700 W. From Special Condition 5 of the Corps Permit #199950550, "Two other proposed projects that similarly would impact the Jordan River (improvements to 12300 South and the proposed 11400 S road and crossing of the Jordan River) may qualify for mitigation within the fifteen acres in the event the Corps of Engineers issues permits for those two projects." During

the Section 404 permitting process for this project, the option of utilizing portions of the 15-acre property as mitigation for this project will be discussed with the Army Corps of Engineers. To address wildlife habitat impacts related to light, noise, fragmentation, etc., the Final EIS will clarify that cottonwood trees would be planted adjacent to existing habitat areas in the vicinity of the Jordan River crossing prior to construction. This measure will allow the trees to begin to mature in order to minimize light and noise impacts from construction activities, as well as future road traffic. An additional design consideration includes the installation of lighting elements within the interior of the parapets (walls) of the bridge. This lighting configuration will allow for the illumination of the roadway while minimizing ambient light elsewhere, as pole lighting does. Further measures to mitigate for habitat impacts include enhancing the functional value of existing marginal habitat within the Jordan River Valley.

SPECIFIC COMMENTS

Comment: Page 4-33, Direct and Indirect Noise Impacts. The FWS service states that a road at 11400 South and the Jordan River, "would add substantially to the noise level for area wildlife, potentially leading to greater avoidance than what would be anticipated from the bridge and road's direct impacts alone"

Response: In response to the comment, text has been added to the FEIS stating that the increased noise levels near the bridge may contribute to wildlife displacement under Alternatives 1, 4 and 7. Wildlife anticipated to be affected by this noise would be urban wildlife that is typically conditioned to increased noise levels due to existing traffic and urban activity. If noise levels resulting from the river crossing cause displacement among this urban wildlife, such wildlife would most likely migrate to other nearby habitat areas that will be improved through mitigation strategies related to this project. Therefore, the potential dislocation of any urban wildlife from the project impacts will be absorbed within adjacent and improved habitat, thus allowing them to sustain their populations.

The Final EIS adds language committing to planting cottonwoods in the free-span area of the river crossing prior to construction to minimize light and noise impacts during construction activities. Also, lighting on the bridge will be placed on the interior of the parapets in order to keep light on the roadway and limit light escaping to the ambient environment.

Comment: Page 4-69, Wildlife and Fisheries, Habitat Loss. The FWS notes that impacts to riparian/urban forest under Alternative 3a would be 0.01 acres versus 2.42 acres for Alternative 4. They also note the importance of riparian areas and state that impacts to riparian areas should be avoided.

Response: While riparian areas and riparian vegetation play an important role in the ecosystem, much of the riparian areas that would be impacted by Alternative 4 are isolated areas such as the proposed I-15 interchange area and areas adjacent to 11400 South in the vicinity of the South Jordan Canal, which are not part of a substantial wildlife movement corridor and not along a natural stream. These isolated areas account for 2.0 of the 2.4 acres of riparian habitat impacted by Alternative 4. The mitigation measures proposed in the Final EIS for direct impacts to riparian areas include replacement of impacted habitat, located primarily in the I-15/11400 S and the South Jordan Canal/11400 S areas. The habitat replacement will occur along the Jordan River, where the value of the habitat would be greater than along an urban

roadway. When planning mitigation for this project, through agency coordination, previous mitigation taken for the 11400 S EA may be accounted. **Comment: Page 4-71, Impacts to Wildlife, Fragmentation.** The FWS stated that bridges or open-bottomed, arched culverts should be used across Willow Creek and Midas Creek to allow for better wildlife movement along these stream corridors.

Response: In response to the comment, UDOT has committed to culvert designs that include a natural substrate bottom and are of sufficient size to convey flows to allow for better wildlife movement at Willow Creek and Midas Creek as mitigation commitments in the Final EIS.

Comment: Page 4-74, Mitigation Measures. The FWS asks that bat roosting structures be installed on the underside of Jordan River bridges as a mitigation measure.

Response: The Final EIS will commit that, during final design, UDOT would coordinate with USFWS and UDWR personnel regarding the final design to include bat habitat enhancements on the proposed pedestrian bridge that would be located adjacent to the 11400 South roadway bridge.

SECTION 4(f) COMMENTS

Comment: The FWS supports the determination that there is no prudent and feasible alternative to using the URMCC property immediately south of 10600 South at the Jordan River and that the DEIS has included all possible planning to minimize harm to this property. However, they state that it is unclear how UDOT plans to compensate for this loss. They state that UDOT should work with URMCC, the FWS, and other resource agencies to determine suitable mitigation.

Response: UDOT has coordinated with URMCC concerning the impacts to this property. URMCC has indicated that they would be willing to deed over whatever land is necessary, but that they would probably want compensation in land or services instead of cash. As impacts in this area (along 10600 South) may not occur for many years, UDOT will coordinate with URMCC during right-of-way acquisition to determine acceptable compensation measures. The communication and commitments have been documented in the Final EIS.

CONCLUSION:

Through our continued coordination with the FWS and other resource agencies, we have developed a better understanding of potential impacts from the alternatives studied within the FEIS. With this understanding, we are committed to minimizing such impacts by following through with the mitigation measures summarized in the above letter and detailed in the forthcoming FEIS. When commenting on our responses, please note the beneficial opportunities provided by the build alternatives and the level of commitment to ameliorate our impacts.

We look forward to a letter from your agency which recognizes progress made to address comments on the DEIS. We will add any such letter to the administration record and the FEIS.

Response to U.S. Department of the Interior
May 6, 2005
Page Six

In the future, we would appreciate an opportunity to meet and discuss any areas of concern to the FWS prior to the formalization of comments.

Thank you for your assistance, I may be reached at (801) 963-0078, extension 235 if you have any further questions.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Jeff Berna', with a long horizontal flourish extending to the right.

Jeffrey Berna
Environmental Specialist

Enclosure:

Figure 5-7a. Jordan River Parkway Publicly Owned Parcels and Section 4(f) Resources (n=2)

cc: Willie Taylor, USDOl, Office of Environmental Policy and Compliance
Betsy Herrmann, USFWS, Ecologist (w/ enclosure)
Joe Kammerer, Project Manager, UDOT - Region 2
Lars Anderson, Environmental Manager, UDOT - Region 2
Mary DeLoretto, Project Manager, URS
Charles "Wes" Bolinger, FHWA-UT

JBERNA:ds



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
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Ref: EPR-N

DEC 20 2004

Mr. David Gibbs
Division Director, Utah Division
Federal Highway Administration
2520 West 4700 South, Suite 9A
Salt lake City, UT 84118-1847

Mr. Randy Park
Director, Region 2
Utah Department of Transportation
2010 South 2760 West
Salt Lake City, UT 84104-4592

Re: EPA comments on the 11400 South
Draft Environmental Impact Statement,
CEQ# 040508

Dear Messrs. Gibbs and Park:

The Environmental Protection Agency (EPA), Region 8, has reviewed the Draft Environmental Impact Statement (DEIS) for the 11400 South transportation project. Our comments are provided in accordance with our authorities pursuant to the National Environmental Policy Act (NEPA), 42 U.S.C. 4231 and Section 309 of the Clean Air Act.

This DEIS analyzes proposed improvements to the transportation network in southern Salt Lake Valley, Utah. The study area is located approximately 16 miles south of the center of Salt Lake City, and encompasses portions of the cities of Sandy, Draper, Riverton and South Jordan. The document analyzes the no build alternative as well as four build alternatives, Alternatives 1, 3A, 4, and 7. FHWA has selected Alternative 4 as the preferred alternative.

We have several comments on the document, but the one of most substance relates to indirect impacts. This project is designed to accommodate future growth in the area, and the impacts of that future growth were not analyzed in a manner that allows us to understand what will happen to the resources in the area. Similarly, we do not think cumulative impacts have been sufficiently addressed. The EIS does, however, contain information in other areas that is well done. The air quality analysis is more thorough than we have seen in other EISs, as well as the water quality analysis.

Rating

EPA is rating the preferred alternative an EC-2. "EC" (Environmental Concerns) signifies that the EPA review of the preferred alternative identified environmental impacts that should be avoided in order to fully protect the environment. The "2" signifies that there is insufficient information to fully assess environmental impacts that should be avoided in order to fully protect the environment. In this case, information on indirect and cumulative impacts to the environmental resources in the area are not sufficiently analyzed, including the land use, water quality, wetland, and wildlife analyses. We refer in our detailed comments to FHWA and CEQ guidance which we believe requires such analysis to be more quantitative than is presented in the DEIS.

Our detailed comments are attached. If you have any questions on these comments, please contact me at 303 312-6004 or Deborah Lebow of my staff at 303 312-6223.

Sincerely,

A handwritten signature in cursive script, appearing to read "Larry Svoboda".

Larry Svoboda
Director, NEPA Program
Ecosystems Protection and Remediation

cc: Mike Morrow, Field Operations Engineer, FHWA
Joe Kammerer, Project Manager, UDOT
URS Corporation: 11400 South EIS

EPA's Detailed Comments 11400 South DEIS

Purpose and Need:

- The stated purpose of this project is to "maintain, protect, and improve the quality of life in the study area by improving mobility and providing transportation infrastructure to support economic development within the study area through the year 2030." Making quality of life and economic development part of the purpose and need statement requires an analysis of the impacts of the alternatives in these two areas, i.e., what are the reasonably foreseeable impacts to improving the quality of life and economic development in the area for each alternative. It is our opinion that quality of life is too nebulous and too speculative to be a criterion in purpose and need. (One person's quality of life may vary widely from other members of the community.) It is clear from your telephone survey that most residents do not want the nature of the community (rural and peaceful) to change, yet they want economic development (see page 3-7). The inherent tension leads to a difficult analysis. If this is to be your purpose and need statement, then we do not believe that the analysis goes far enough.

Alternatives

- The transportation demand and supply management measures mentioned in this document are minimal, and could have been given more attention and better analyzed.
- As stated above, each alternative should discuss its impact on quality of life and economic development in much more detail since those are criteria in the purpose and need statement.

Environmental Impacts

Land Use

- Section 4.1 land use impacts: This section has good information on conversion of land use from commercial or residential use to transportation use, but it does not take that information and translate it into impacts on environmental resources, quality of life, and economic development. The direct impact of between 39 and 54 acres of land use to transportation use, as well as the indirect and cumulative impact of all the land changes from economic development will have an impact on water quality in terms of additional impervious surface, habitat fragmentation, and many other resources. More analysis is needed in addition to the recognition that growth will be faster than the no action alternative. If the completion of 11400 south, for example, results in increased access to undeveloped areas that are currently inaccessible, as stated in the document, that can have significant implications for environmental resources. Mitigation may also require avoidance of resources that may be impacted by the growth in the area. Agreements can be entered into with local governments to preserve or reduce impacts by setting aside land or committing to quality growth principles.
- In section 4.8.1 (page 4-54), it is stated that new development would occur as a result of improved and additional roadway access, and that this additional development would

increase stormwater runoff due to more paved area. The text goes on to say, however, that these impacts are not quantifiable but can be reasonably expected to occur. We do not believe that this analysis is sufficient.

Air Quality

- Section 4.6: EPA appreciates the fact that this analysis includes an analysis of whether the NAAQS and/or conformity would be violated and estimated emissions impacts besides conformity and NAAQS for each alternative. It is one of the more complete air quality analyses we have seen in an EIS. However current emissions estimates are notably absent. Current VMT estimates are also missing, and without VMT, current emissions cannot be estimated.
- There is no discussion of mobile source air toxics. A qualitative discussion of expected emissions trends based on composite VOC emissions and/or diesel emissions would be helpful, and is consistent with current FHWA guidance. A discussion of potential sensitive receptors such as schools, hospitals and elderly facilities and the proximity of homes and business to the highest volume or daily traffic intersections will help explain the exposure to air toxics and should be included in the document.
- Table 4.9 may contain a typographic error under the PM emissions in the table. PM categories column headings include "non-exhaust" and "fugitive dust." It appears that one of the columns should be "exhaust."
- Section 4.6.2: The EIS used the qualitative hot spot analysis as required by EPA's conformity rules and follows the methodology described in the UDOT hot spot manual. EPA acknowledges that qualitative assessments are very difficult to perform in the absence of PM10 monitoring at or near the project location or surrogate monitoring locations. The EIS compared high traffic volume intersections in this project to other high volume intersections in Salt Lake County along Bangerter Highway and notes that these intersections do not have relevant monitoring data. It would be useful to discuss the traffic at the intersections that are nearest to the monitors and how that might relate to PM10 concentrations near this project. The traffic volume and ambient conditions near the Cottonwood PM10 monitor should be noted. The Cottonwood monitor measured 119 ug/m3 which is 79% of the standard. This is important since it appears there is significantly less traffic near the Cottonwood monitor as compared to 11400 South. Using the Cottonwood or other monitor data, a correlation of traffic and concentrations scaled for this project might be possible. Trend information on PM10 emissions over time and whether and why that trend is expected to continue would be helpful. Vehicle emissions, VMT, road dust, road sanding, salting and sweeping during the winter should be taken into account in making the qualitative assessment.
- It is very difficult to estimate PM10 and PM 2.5 concentrations. Since these pollutants are a growing concern along the Wasatch front, it may be useful for UDOT to agree to provide monitoring during construction and for a period of time when the facility is operating, in order to ensure that this project is not creating new NAAQS violations.

Water Quality

- This is one of the better water quality impact analyses we have seen. We appreciate the quantitative nature of the analysis. There are projected to be no issues with state water quality standards, and there are no existing water quality impairments within the project boundaries. We do believe, however, as stated below, that the indirect impacts to water quality from the reasonably foreseeable growth expected in the area should have been evaluated, particularly since economic development is included in the purpose and need.
- Structures and/or automated sampler devices which enable the monitoring of pollutants of concern (TDS, Cu, Zn, TSS, DO, Pb) at outlet structures may be appropriate for ascertaining water quality impacts from stormwater runoff at major stream crossings throughout the project corridor.
- Pollutant concentrations being discharged at the 10600S crossing of the Jordan River are not projected to exceed standards given a ten-year, two-hour storm event. However, to mitigate for the impacts related to larger storm events and/or impacts from adjacent developed areas, we recommend that the proposed outlet structure include treatment facilities such as stormwater retention or biofiltration. This is especially important at the 10600S Jordan River crossing as it is recognized as the only direct discharge from an expanded bridge crossing within the project boundaries.
- We recommend that the details of the stormwater pollution prevention plan be reviewed and/ or coordinated with city municipal stormwater programs during the construction process for the purpose of complying with the state municipal separate storm sewer system (MS4) general permit in the cities of South Jordan, Sandy, Riverton, and Draper.
- We also recommend that the aforementioned municipalities be involved in the project with sufficient detail to ensure that:
 - Municipal storm sewer system map updates are provided to the municipalities;
 - Municipalities can maintain and/or recognize potential failures at stormwater retention/detention facilities; and
 - Monitoring data from stormwater outlets/structures collected along the project corridor can be shared.

Wetland Impacts

- As with other resources, the indirect impacts to wetlands from the expected growth in the area were not analyzed. Again, we suggest that if economic development is a part of the purpose and need for this project, the impacts of that economic development on the environment, and in this case, wetlands, have to be evaluated. Stating that the severity of potential impacts to wetlands is unpredictable and that mitigation is unknown is not sufficient.
- Alternative 4, the preferred alternative, is not the least environmentally damaging practicable alternative under section 404 of the Clean Water Act according to the

chart on page 4-62 (table 4-20). The argument that Alternative 4 best meets the purpose and need (based on the table at page ES-6) is not the same as the least environmentally damaging practicable alternative to aquatic resources. The indirect impact analysis recommended above may result in the identification of a different least environmentally damaging alternative.

Wildlife and Fisheries

- The indirect impacts of the development occurring within the study area again is an area that could be analyzed better, and in this case, a reduction of these impacts in the form of planning around any sensitive habitat area that may exist, would be advised.
- This section states (on page 4-70) that the no build alternative is not expected to cause impacts to wildlife as no road improvements would occur. It seems from the map of the no build alternative, that roads will be built under the no build and that there would be wildlife impacts.

Energy Impacts

- We appreciate the inclusion of a section on Energy as an impact. Section 4.14, however, discusses only the energy impacts of construction and only mentions petroleum products. This section could go further to discuss alternative sources of fuel that would reduce both our dependence on petroleum as an energy source and promote pollution prevention activities. It could also have estimated the amount of energy required to construct this project.

Indirect Impacts

- It is our opinion that indirect impacts should be analyzed better than they are in this document. While the document acknowledges that growth in this area will occur as a result of this project, no direct analysis has been done on what the impacts of the expected development will be. FHWA's Interim Guidance on Indirect and Cumulative Impacts¹ states that "While transportation projects are not the only or primary factor in possible land use changes, the potential for certain transportation proposals to influence land use is undeniable." The CEQ guidance, Questions and Answers about NEPA regulations² states that "The EIS must identify all the indirect effects that are known, and make a good faith effort to explain the effects that are not known but are 'reasonably foreseeable'....The agency has the responsibility to make an informed judgment, and to estimate future impacts on that basis, especially if trends are ascertainable or potential purchases have made themselves known. The agency cannot ignore these uncertain, but probable, effects of its decisions."

¹/See Interim Guidance: Questions and Answers Regarding Indirect and Cumulative Impact Considerations in the NEPA Process, signed by Frederick Skaer, Director, Office of NEPA Facilitation.

² / Questions and Answers About the NEPA Regulations, also referred to as Forty Most Asked Questions Concerning CEQ's NEPA Regulations, 46 Fed. REG. 18026 (March 23, 1981)

There are numerous ways of estimating the indirect impacts of the reasonably foreseeable growth. FHWA's Interim Guidance on Indirect and Cumulative Impacts referenced above contains general information on methods to estimate these impacts. The Delphi method seems to be the most popular method nationally. It consists of expert panels that meet once, twice or, if necessary, several times, to compile information on foreseeable development and the differences that would occur with the different alternatives. This method is being used on at least three projects in Colorado.

Cumulative Impacts:

- The cumulative impacts analysis is very weak. The land use section should include information on the changes in land uses that will occur in the project area in terms of acres, and the rural versus suburban change that may occur overall. The wetlands section should attempt to quantify the acres of wetlands in the project area from some time in the past through the foreseeable future projects. The wildlife habitat section should attempt to estimate, for example, the bird biodiversity decline due to agricultural and urban development in the area, and how that might worsen in the future with the foreseeable development. The water quality section is missing any analysis of the impervious surface that may occur with the foreseeable growth and what that might mean to water quality.

Impact Summary Table:

- Page ES-6: It would be helpful to see the travel time reduction in terms of minutes per car, versus a percentage. The relevant question to be answered is how long during peak commuting hours will it take an individual to get from point A to point B. That question is not answered in this table.



**Environmental Protection Agency Rating System for Draft Environmental Impact Statements
Definitions and Follow-Up Action***

Environmental Impact of the Action

LO -- Lack of Objections

The Environmental Protection Agency (EPA) review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

EC -- Environmental Concerns

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce these impacts.

EO -- Environmental Objections

The EPA review has identified significant environmental impacts that should be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no-action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

EU -- Environmentally Unsatisfactory

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the Council on Environmental Quality (CEQ).

Adequacy of the Impact Statement

Category 1 -- Adequate

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis of data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

Category 2 -- Insufficient Information

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses or discussion should be included in the final EIS.

Category 3 -- Inadequate

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the National Environmental Policy Act and or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

* From EPA Manual 1640 Policy and Procedures for the Review of Federal Actions Impacting the Environment. February, 1987.



United States Department of the Interior

OFFICE OF THE SECRETARY
Washington, DC 20240



ER 04/824

APR 15 2005

Mr. Greg Punske
Environmental Program Manager
Federal Highway Administration
2520 West 4700 South, Suite 9A
Lake City, Utah 84118-1847

Dear Mr. Punske:

Thank you for the opportunity to review the Draft Environmental Impact Statement (DEIS) and Section 4(f) Evaluation for **11400 South Study Area, from 12300/12600 South to 10400/10600 South, and from Bangerter Highway to 700 East**, Salt Lake County, Utah.

The project examines transportation alternatives to relieve current and future traffic congestion in the South Study Area. Five alternatives are fully analyzed in the DEIS, involving various combinations of the following: widening 10400/10600 south (all alternatives), 11400 South (Alternatives 1, 4, and 7), and/or 12300/12600 South (Alternatives 1, 3a, and 7); constructing a new bridge and connecting the 11400 South roadway over the Jordan River (Alternatives 1, 4, and 7); constructing a new freeway interchange at 11400 South and I-15 (Alternative 4); and the no action alternative.

As a general note, our comments are made pursuant to the Fish and Wildlife Coordination Act (16 U.S.C. 661 *et seq.*), the Migratory Bird Treaty Act (16 U.S.C. 703), the Bald and Golden Eagle Protection Act (16 U.S.C. 668), the U.S. Fish and Wildlife Service Mitigation Policy (*Federal Register*, Friday, January 23, 1981, page 7656), the National Environmental Policy Act (40 CFR Parts 1500-1508), and the Transportation Act of 1966. There are several executive orders (EO) specifically addressing wetlands that may also apply (e.g., EO 11990, EO 11988, etc.).

GENERAL COMMENTS

We appreciate the coordination between the Fish and Wildlife Service (FWS), the Utah Department of Transportation (UDOT), and the Federal Highway Administration (FHWA) throughout the development of this DEIS, and value the efforts made to address our concerns.

The FWS recommends that Alternative 3a be adopted, by virtue of its lesser impacts to wetlands and riparian habitats (23 CFR §773.3). The construction of a bridge over the Jordan River at 11400 South, as proposed in the other action alternatives, would have

significant impacts to riparian habitat in the river corridor. The indirect effects to wildlife identified in the DEIS (e.g. mortality, displacement, and habitat loss or degradation from increased noise, light, and human activity) would be augmented by increasing future development in the vicinity as a result of these alternatives. The bridge and road at 11400 South would provide new access to undeveloped land in an area that provides some of the best remaining wildlife habitat in the valley. The direct and indirect impacts to wildlife would be far greater under these development alternatives.

Should the UDOT and the FHWA decide to move forward with Alternatives 1, 4, or 7, additional mitigation would be necessary to compensate for the direct loss of and indirect impacts to riparian habitat. Mitigation should compensate for impacts to both wetlands and "natural habitat" (defined in 23 CFR § 777.2 as "...natural, primarily native or indigenous vegetation..." a primary purpose of which is to provide habitat for wildlife, either terrestrial or aquatic). While we commend the UDOT for identifying both jurisdictional and non-jurisdictional wetlands for the wetland impact analysis, we maintain that the wetland impacts in this particular project are merely a portion of the significant impacts to wildlife. A bridge construction at 11400 South would have substantial negative effects, direct and indirect, to Jordan River riparian habitat and compensatory mitigation should be explored by UDOT and the resource agencies.

We support the commitment to raptor nest surveys, avoidance of vegetation removal during migratory bird nesting season, maintenance and monitoring of storm water detention basins, and attention to lighting in wildlife-use areas.

SPECIFIC COMMENTS

Page 4-33, Direct and Indirect Noise Impacts – Substantial noise impacts are identified for the 11400 South location at the Jordan River (Table 4-12). We note that while joggers and cyclists may move quickly through the area along the Jordan River Parkway Trail, resident wildlife would not. The road at this location would add substantially to the noise level for area wildlife, potentially leading to greater avoidance than what would be anticipated from the bridge and road's direct impacts alone.

Page 4-69, Wildlife and Fisheries, Habitat Loss – The impacts are not similar for all build alternatives. According to Table 4-23, the loss of riparian/urban forest under Alternative 3a would be 0.01 acres, whereas the loss under the preferred alternative would be 2.42 acres. Riparian areas are the single most productive wildlife habitat type in North America. They support a greater variety of wildlife than any other habitat. Riparian vegetation plays an important role in protecting streams, reducing erosion and sedimentation as well as improving water quality, maintaining the water table, controlling flooding, and providing shade and cover. In view of their importance and relative scarcity, impacts to riparian areas should be avoided.

Page 4-71, Impacts to Wildlife, Fragmentation – Bridges or open-bottomed, arched culverts should be used across Willow and Midas Creeks to allow for better wildlife movement along these stream corridors.

Page 4-74, Mitigation Measures – Bat roosting structures should be installed on the underside of Jordan River bridges as a relatively inexpensive yet beneficial component of your mitigation package. FHWA and other Departments of Transportation have had success with such projects. Please work with the Utah Division of Wildlife Resources and the FWS to determine details of the plan.

SECTION 4(f) COMMENTS

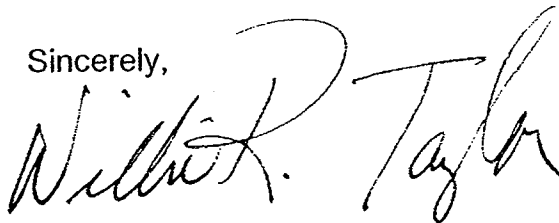
Three publicly-owned properties managed for wildlife benefit have been identified, all owned and managed by the Utah Reclamation Mitigation and Conservation Commission (URMCC). Two of these are located immediately to the north and south of 10600 South on the east bank of the Jordan River, and the other is located immediately south of 12300 South on the east bank of the Jordan River. The UDOT has coordinated with URMCC to determine how best to minimize impacts from widening 10600 South and have eliminated all direct impacts to the 12300 South property.

The evaluation identifies 0.15 acres of impact to the URMCC property immediately south of 10600 South. We support the determination that there is no prudent and feasible alternative to using the land and that the DEIS has included all possible planning to minimize harm to the sites. It is unclear, however, what UDOT plans to do as compensation for this loss. The UDOT should work with the URMCC, the FWS, and other resource agencies to determine suitable mitigation.

If you need further assistance, please contact Betsy Herrmann, Ecologist, Salt Lake City Ecological Services, Fish and Wildlife Service, 2369 West Orton Circle, Suite 50, West Valley City, UT 84119, telephone (801) 975-3330, extension 139.

We appreciate the opportunity to provide these comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Willie R. Taylor". The signature is fluid and cursive, with the first name "Willie" and last name "Taylor" clearly distinguishable.

Willie R. Taylor
Director, Office of Environmental Policy
and Compliance

cc: (next page)

CC:

✓ 11400 South EIS
c/o URS Corporation
756 East Winchester Street, Suite 400
Salt Lake City, Utah 84107

Joe Kammerer, P.E.
Utah Department of Transportation
2010 South 2760 West
Salt Lake City, UT 84104-4592



WASATCH FRONT REGIONAL COUNCIL

295 North Jimmy Doolittle Road • Salt Lake City, Utah 84116 • www.wfrc.org
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George Garwood
Utah League of Cities & Towns

Robert Grow
Envision Utah

December 20, 2004

Joe Kammerer
11400 South EIS Project Manager
c/o URS Corporation
756 East Winchester Street, Suite 400
Salt Lake City, Utah 84107

RE: 11400 South Draft Environmental Impact Statement and Draft Section 4(f)
Evaluation UDOT Project Number *SP-15-7(156)293

Dear Mr. Kammerer:

The Wasatch Front Regional Council supports the 11400 South Project Draft Environmental Impact Statement and Draft Section 4(f) Evaluation. The 11400 South Project is included in the Regional Council's adopted 2004-2030 Wasatch Front Urban Area Long Range Transportation Plan Update, dated December 2003. It will certainly expand the accessibility to activity centers throughout the corridor from State Street to Bangerter and will provide improved mobility on existing facilities in the Southern portion of Salt Lake County.


Thank you for the opportunity to review the DEIS. Our review of the document identified several items that should be considered in development and publication of the Final Environmental document. The first item is the listing of projects in the WFRC LRP, on page ES-3. While the list contains the projects in the study area, two significant projects immediately adjacent to the study area were not listed. These two projects are widening and new construction on 12600 South from Bangerter to SR-111 and widening of 10400 South from Bangerter to SR-111. These projects were also not listed in the Purpose and Need Section 1.2 History. To show the broader regional perspective of projects included on the Long Range Plan, it may be of benefit to include graphics of the highway and transit plans.

Within the Air Quality sections we also suggest consideration be given to the following observations. In section 3.6 page 3-22, Table 3-9, under the Ozone pollutant and Salt Lake County Compliance Status the "8-hour not yet regulated" statement should read "Attainment Area", as the 8-hour ozone standard is regulated in Salt Lake County. In section 4.6 page 4-29, section 4.6.2 it is suggested that the SIP for PM10 was approved on December 23, 2002. The December 23 approval date is only for Utah County, in

which case the PM10 approval for Salt Lake County reverts back to July 8, 1994, and should be referenced with that date. On the next page, 4-30 in the second paragraph the second sentence reads, "Salt Lake County, including the project area, has not had a 24-hour NAAQS violation since 1996." Our records indicate the last "violation" in Salt Lake County was 1992, and the last exceedance was in 1996.

Again, thank you for the opportunity to comment on the DEIS. We look forward to our ongoing work with UDOT in completion of the environmental document for 11400 South and encourage your continued coordination with all of the municipalities affected by the project.

Sincerely,



Ned Hacker
Project Coordinator

11400 South Draft EIS
Response to Wasatch Front Regional Council Comments

This is in response to the comments received from the Wasatch Front Regional Council on the 11400 South DEIS.

1. In response to the comment, two projects in the vicinity of the 11400 South study area have been added to the listing of the WFRC Long Range Plan projects identified in the Executive Summary (page ES-3). These are the widening and new construction on 12600 South from Bangerter to SR-111, and the widening of 10400 South from Bangerter to SR-111. These have also been added to the list of projects identified in the Purpose and Need Section. These projects were accounted for in the traffic modeling for the EIS.
2. The 8-hour ozone standard is now regulated. According to the Division of Air Quality, Salt Lake County is a maintenance area for the 8-hour ozone standard. The Final EIS has been updated to reflect this maintenance status.
3. In Section 4.62, the text has been reworded to state that the PM10 State Implementation Plan for Salt Lake County was approved by EPA in 1994.
4. The text in Section 4.6.2 has been reworded to clarify that in Salt Lake County there has not been a 24-hour NAAQS violation for PM10 since 1992.

Thank you for your review and comments.

Memorandum



TO: Joe Kammerer

295 N. Jimmy Doolittle Road (5375 West), Salt Lake City, Utah, 84116
Ogden: 801-773-5559 Salt Lake: 801-363-4250 Fax: 801-363-4230
Chuck Chappell, Executive Director Web Site: www.wfrc.org

DATE: December 20, 2004

Ned E. Hacker, Transportation Engineer
Phone: (801) 363-4230 (ext 120)
nhacker@wfrc.org

SUBJECT: 11400 South Draft Environmental Impact Statement and Draft Section 4(f) Evaluation
UDOT Project Number *SP-15-7(156)293

Included below are comments in addition to the formal WFRC agency letter of the same subject, dated December 20, 2004. These comments were compiled after review of the DEIS by several WFRC staff members. This memo is not intended for inclusion in the FEIS, but rather for your consideration in completing the environmental work and document.

1. Page 1-2 item # 11. "Construct Commuter Rail from Utah County to Weber County (LRP Phase 2)"
The CR project in its entirety is in Phase 1 of the WFRC LRP.

2. Page 1-2 item # 12. Widen 11400 S to four lanes* from I-15 to 700 East (LRP Phase 1).
I believe the additional LRP improvements to the 11400 S. corridor are intentionally not shown on the map to try and make the point that we did not pre-determine the preferred alternative. However, the reader reads about them in the very first sentence on page 1-3. The alternative screening and evaluation process is documented in the different Sections and verifies there was no pre-selection. Not putting all of the 11400 S. improvements on the graphic may be more confusing to the reader! Perhaps the graphic should be of the WFRC LRP with the study area highlighted on the plan.

3. Page 1-13 graphics use Under, At and Over Capacity
It is felt that identifying the LOS (A, B, C, D, or E) on the graphics is more meaningful than simply Under, At and Over Capacity. The LOS was previously explained to the reader on page 1-10 Figure 1-4.

4. Page 1-15 graphics use 2003 All Day Capacity
It is felt that All Day Capacity is pretty meaningless, vs. PM Peak.

5. Page 4-26 section 4.6 first paragraph, "There would be no significant *indirect* impacts to air..."
"indirect" in this sentence should be changed to "direct" to match the first sentence in the paragraph. In the same paragraph, "There may be additional fugitive dust caused by construction activities related to *induced* growth and development, but there would be..." It was felt that mentioning "induced" growth here was not necessary.

6. Page 4-28 Table 4-9 2030 Annual Emission Impacts by Alternative
The differences between the alternatives are so insignificant it didn't seem practice to rank order them in the paragraph above the table. We were unsure what PM (non-exhaust) is. The only two pollutants we recognized were brake and tire pollutants or exhaust. This particular item could be better identified. No Source data for the table.

7. Page 4-29 section 4.6.2 the first paragraph, "EPA approved the PM10 SIP on December 23, 2002, which was a minor update to..."

The EPA approval (Dec 23, 02) was only for Utah County. The date that should be used is July 8, 1994, which is the last update that included Salt Lake County.

8. Page 4-30 second paragraph, "Salt Lake County, including the project area, has not had a 24-hour NAAQS *violation* since 1996, which occurred at the...

In this sentence *violation* should be replaced with *exceedance since 1996*. A violation is more severe than an exceedance as it takes 3 exceedances in 3 years to be considered a violation. The last violation was 1992.

9. Page 4-30 third paragraph, "Bangerter Highway, between 4700 South and 5400 South, has not...

It was felt that this sentence should be taken out and replaced with violations, if any occurred, of the nearest monitor.

General

1. If you do not read the Executive Summary you do not know what the Preferred Alternative is!
2. Many tables with statistical data had no Source data listed.

Great job!

Ned

11400 South Draft EIS

Response to Additional Wasatch Front Regional Council Comments

This is in response to the additional editorial comments received from the Wasatch Front Regional Council on the 11400 South DEIS.

1. Page 1-2 item #11. The text in the EIS has been corrected to indicate that the Commuter Rail project is planned for Phase 1 of the WFRC LRP.
2. Page 1-2 item #12. The figure on page 1-2 of the EIS is intended to show all the components of the No Build Alternative that are included in the WFRC Long Range Plan. As the No Build Alternative does not include the 11400 South improvements, they are not shown on this figure. However, the text does explain that the 11400 South improvements are included in the Long Range Plan.
3. Page 1-3 graphics use Under, At, or Over Capacity. The LOS is shown for the 2030 conditions for the No Build and Build Alternatives in Section 2 (Tables 2-2 and 2-3). The project team also felt that using the “at capacity” and “over capacity” terms provided useful additional Level of Service (LOS) information.
4. Page 1-15 graphics use 2003 All Day Capacity. Both the all day capacity (Figure 1-6) and the peak hour capacity (Figure 1-5) are presented in Section 1.
5. Page 4-26 section 4.6 first paragraph. The text has been edited to clarify the direct and indirect air quality impacts. Induced growth was included as it may contribute to indirect impacts.
6. Page 4-28 Table 4-9 2030 Annual Emission Impacts by Alternative. The text was changed in response to the comment. The typo in the table was corrected. The data source was added to the table.
7. Page 4-29 section 4.6.2 the first paragraph. The SIP approval date was corrected per the comment.
8. Page 4-30 second paragraph. The text was corrected in response to the comment.
9. Page 4-30 third paragraph. Because the text compares the air quality impacts to similar volume intersections (i.e. Bangerter Highway at 4700 South and at 5400 South), the discussion on Bangerter Highway PM10 status was retained.

Thank you for your review and comments.



**SALT LAKE
COUNTY**

NANCY WORKMAN
SALT LAKE COUNTY MAYOR

F. DAVID STANLEY
DEPARTMENT DIRECTOR

NEIL D. STACK, P.E.
DIVISION DIRECTOR

**SALT LAKE COUNTY PUBLIC WORKS DEPARTMENT
FLOOD CONTROL / ENGINEERING DIVISION**

November 30, 2004

11400 South EIS
c/o URS Corporation
756 East Winchester St. Suite 400
Salt Lake City, Ut 84107

To Whom it May Concern:

Subject: 11400 South Draft EIS

Salt Lake County Engineering Division has reviewed the portions of the 11400 South Draft EIS dealing with flood control issues such as surface waters, floodplains, etc. The following are our comments:

1. Pages ES-7 and 4-93, 4-94 Permits. Salt Lake County Ordinance requires a Flood Control Permit be issued for any discharge to or modification of any facility on the Countywide Flood Control Facilities List. Construction of bridges, culverts, channel improvements etc. would be considered modifications to the facilities and would require a Flood Control Permit. The Jordan River, Midas Creek, Butterfield Creek, East Jordan Canal, Jordan and Salt Lake Canal, South Jordan Canal, Utah and Salt Lake Canal, and the Utah Lake Distributing Canal are all Countywide Facilities. In addition, the canal companies may require separate agreements or permits for work done on their canals.
2. Page 3-28 Midas Creek/Butterfield Creek. Midas Creek originates in the Oquirrh Mountains and is a separate watershed from Butterfield Creek. Flows from Butterfield Canyon don't make it from the canyon to the Jordan River. Over the years the flows from the canyon have been diverted and the channel farmed over. Between about 6000 West and 1700 West the Butterfield Creek channel is nonexistent. A possible remnant channel starts at about 1700 West and connect to Midas Creek. Salt Lake County is in the process of constructing a connection between Butterfield Creek and Midas Creek at about 6000 West, which will carry flood flows from Butterfield Canyon to Midas Creek.
3. Page 3-29 Willow Creek and Bells Canyon/Dry Creek are separate watersheds. Bear Canyon is tributary to Willow Creek. The drainage area for Willow Creek is approximately 18.5 sq. mi.
4. Page 3-29 The Utah and Salt Lake Canal averages 7 to 9 feet deep through the study area. The base flow may only be three feet deep but the channel is much deeper. Although the water in the Utah and Salt Canal comes from Utah Lake, it is diverted out

of the Jordan River. The South Jordan Canal is 5 to 6 feet deep through the study area.

5. Page 3.31 The detention basin listed as being at 10600 South 1000 East should be 1000 *West*.

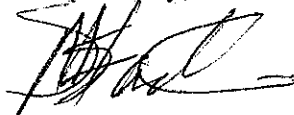
6. Page 3.32 Floodplains. FEMA regulations are found in 44 CFR. Under the flood insurance portions of 44 CFR, in order to participate in the flood insurance program communities must develop ordinances for the management of developments in "special flood hazard areas". Each city, not Salt Lake County, is responsible to insure that development within their city is in conformance with FEMA regulations. Salt Lake County Ordinance regulates discharges to or modifications to the countywide flood control facilities (see No. 1 above). Salt Lake County Ordinance also requires development within the meander corridor of the Jordan River to obtain a permit from the County showing that the development will be protected from movement of the river. Salt Lake County's permits are not reviewed or approved by the U.S. Army Corps of Engineers or the municipal authorities, nor do the County's permits take the place of permits required by the Corps, State or the City. A project must meet the requirements of all regulating entities.

7. Pages 3-58 to 3-60 The East Jordan Canal isn't included in the list of historically significant facilities. It has been around as long as most of the other canals.

8. Page 4-52 We are not sure what the flow numbers for each alternative represent. Is it a summation of the peak flows into the various receiving waters? Or is it the increase in peak flow in the Jordan River at some point below the project?

We look forward to working with UDOT as this project moves forward.

Respectfully,

A handwritten signature in black ink, appearing to read 'Neil D. Stack', with a stylized flourish at the end.

Neil D. Stack P.E.
Director

NDS/BLB

11400 South Draft EIS Response to Salt Lake County Comments

This is in response to the comments received from Salt Lake County Engineering Division on the 11400 South DEIS.

1. Pages ES-7 and 4-93, 4-94 Permits. The County Flood Control Permit has been added to the list of permits required in both the executive summary and Chapter 4.
2. Page 3-28 Midas Creek/Butterfield Creek. The information on Midas Creek and Butterfield Creek (page 3-28) has been revised to be consistent with the comments received from the County.
3. Page 3-29 Willow Creek and Bells Canyon/Dry Creek. The information on Willow Creek (page 3-29) has been updated to indicate that Bear Canyon is tributary to Willow Creek and the drainage area for Willow Creek is approximately 18.5 sq. miles.
4. Page 3-29 The Utah and Salt Lake Canal. The information on the Utah and Salt Lake Canal has been revised to be consistent with the comments received from the County.
5. Page 3-31. The typographical error on page 3-31 has been corrected. (1000 East was changed to 1000 West).
6. Page 3-32 Floodplains. The typographical error on the regulation citation has been corrected (40 CFR will be changed to 44 CFR). The discussion on FEMA compliance and compliance with the County Floodplain Ordinance has been updated to be consistent with the comments received from the County.
7. Page 3-58 to 3-60. The East Jordan Canal was not included on the list of historically significant facilities in this chapter. Within the study area, over one hundred potential historic properties were identified. As stated on page 3-47 of the DEIS, only those eligible and potentially eligible resources that may be affected by one of the Build Alternatives were included in this section. The East Jordan Canal is farther east than any of the proposed construction activities and therefore would not be impacted by the Build Alternatives.
8. Page 4-52. As stated on page 4-52, the flow numbers represent the increase in storm water runoff over existing conditions from a ten-year storm event.

Thank you for your review and comments.



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 8**

999 18TH STREET- SUITE 300

DENVER, CO 80202-2466

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Ref: EPR-N

DEC 20 2004

Mr. David Gibbs
Division Director, Utah Division
Federal Highway Administration
2520 West 4700 South, Suite 9A
Salt lake City, UT 84118-1847

Mr. Randy Park
Director, Region 2
Utah Department of Transportation
2010 South 2760 West
Salt Lake City, UT 84104-4592

Re: EPA comments on the 11400 South
Draft Environmental Impact Statement,
CEQ# 040508

Dear Messrs. Gibbs and Park:

The Environmental Protection Agency (EPA), Region 8, has reviewed the Draft Environmental Impact Statement (DEIS) for the 11400 South transportation project. Our comments are provided in accordance with our authorities pursuant to the National Environmental Policy Act (NEPA), 42 U.S.C. 4231 and Section 309 of the Clean Air Act.

This DEIS analyzes proposed improvements to the transportation network in southern Salt Lake Valley, Utah. The study area is located approximately 16 miles south of the center of Salt Lake City, and encompasses portions of the cities of Sandy, Draper, Riverton and South Jordan. The document analyzes the no build alternative as well as four build alternatives, Alternatives 1, 3A, 4, and 7. FHWA has selected Alternative 4 as the preferred alternative.

We have several comments on the document, but the one of most substance relates to indirect impacts. This project is designed to accommodate future growth in the area, and the impacts of that future growth were not analyzed in a manner that allows us to understand what will happen to the resources in the area. Similarly, we do not think cumulative impacts have been sufficiently addressed. The EIS does, however, contain information in other areas that is well done. The air quality analysis is more thorough than we have seen in other EISs, as well as the water quality analysis.

Rating

EPA is rating the preferred alternative an EC-2. "EC" (Environmental Concerns) signifies that the EPA review of the preferred alternative identified environmental impacts that should be avoided in order to fully protect the environment. The "2" signifies that there is insufficient information to fully assess environmental impacts that should be avoided in order to fully protect the environment. In this case, information on indirect and cumulative impacts to the environmental resources in the area are not sufficiently analyzed, including the land use, water quality, wetland, and wildlife analyses. We refer in our detailed comments to FHWA and CEQ guidance which we believe requires such analysis to be more quantitative than is presented in the DEIS.

Our detailed comments are attached. If you have any questions on these comments, please contact me at 303 312-6004 or Deborah Lebow of my staff at 303 312-6223.

Sincerely,



Larry Svoboda
Director, NEPA Program
Ecosystems Protection and Remediation

cc: Mike Morrow, Field Operations Engineer, FHWA
Joe Kammerer, Project Manager, UDOT
URS Corporation: 11400 South EIS

EPA's Detailed Comments 11400 South DEIS

Purpose and Need:

- The stated purpose of this project is to "maintain, protect, and improve the quality of life in the study area by improving mobility and providing transportation infrastructure to support economic development within the study area through the year 2030." Making quality of life and economic development part of the purpose and need statement requires an analysis of the impacts of the alternatives in these two areas, i.e., what are the reasonably foreseeable impacts to improving the quality of life and economic development in the area for each alternative. It is our opinion that quality of life is too nebulous and too speculative to be a criterion in purpose and need. (One person's quality of life may vary widely from other members of the community.) It is clear from your telephone survey that most residents do not want the nature of the community (rural and peaceful) to change, yet they want economic development (see page 3-7). The inherent tension leads to a difficult analysis. If this is to be your purpose and need statement, then we do not believe that the analysis goes far enough.

Alternatives

- The transportation demand and supply management measures mentioned in this document are minimal, and could have been given more attention and better analyzed.
- As stated above, each alternative should discuss its impact on quality of life and economic development in much more detail since those are criteria in the purpose and need statement.

Environmental Impacts

Land Use

- Section 4.1 land use impacts: This section has good information on conversion of land use from commercial or residential use to transportation use, but it does not take that information and translate it into impacts on environmental resources, quality of life, and economic development. The direct impact of between 39 and 54 acres of land use to transportation use, as well as the indirect and cumulative impact of all the land changes from economic development will have an impact on water quality in terms of additional impervious surface, habitat fragmentation, and many other resources. More analysis is needed in addition to the recognition that growth will be faster than the no action alternative. If the completion of 11400 south, for example, results in increased access to undeveloped areas that are currently inaccessible, as stated in the document, that can have significant implications for environmental resources. Mitigation may also require avoidance of resources that may be impacted by the growth in the area. Agreements can be entered into with local governments to preserve or reduce impacts by setting aside land or committing to quality growth principles.
- In section 4.8.1 (page 4-54), it is stated that new development would occur as a result of improved and additional roadway access, and that this additional development would

increase stormwater runoff due to more paved area. The text goes on to say, however, that these impacts are not quantifiable but can be reasonably expected to occur. We do not believe that this analysis is sufficient.

Air Quality

- Section 4.6: EPA appreciates the fact that this analysis includes an analysis of whether the NAAQS and/or conformity would be violated and estimated emissions impacts besides conformity and NAAQS for each alternative. It is one of the more complete air quality analyses we have seen in an EIS. However current emissions estimates are notably absent. Current VMT estimates are also missing, and without VMT, current emissions cannot be estimated.
- There is no discussion of mobile source air toxics. A qualitative discussion of expected emissions trends based on composite VOC emissions and/or diesel emissions would be helpful, and is consistent with current FHWA guidance. A discussion of potential sensitive receptors such as schools, hospitals and elderly facilities and the proximity of homes and business to the highest volume or daily traffic intersections will help explain the exposure to air toxics and should be included in the document.
- Table 4.9 may contain a typographic error under the PM emissions in the table. PM categories column headings include "non-exhaust" and "fugitive dust." It appears that one of the columns should be "exhaust."
- Section 4.6.2: The EIS used the qualitative hot spot analysis as required by EPA's conformity rules and follows the methodology described in the UDOT hot spot manual. EPA acknowledges that qualitative assessments are very difficult to perform in the absence of PM10 monitoring at or near the project location or surrogate monitoring locations. The EIS compared high traffic volume intersections in this project to other high volume intersections in Salt Lake County along Bangerter Highway and notes that these intersections do not have relevant monitoring data. It would be useful to discuss the traffic at the intersections that are nearest to the monitors and how that might relate to PM10 concentrations near this project. The traffic volume and ambient conditions near the Cottonwood PM10 monitor should be noted. The Cottonwood monitor measured 119 ug/m3 which is 79% of the standard. This is important since it appears there is significantly less traffic near the Cottonwood monitor as compared to 11400 South. Using the Cottonwood or other monitor data, a correlation of traffic and concentrations scaled for this project might be possible. Trend information on PM10 emissions over time and whether and why that trend is expected to continue would be helpful. Vehicle emissions, VMT, road dust, road sanding, salting and sweeping during the winter should be taken into account in making the qualitative assessment.
- It is very difficult to estimate PM10 and PM 2.5 concentrations. Since these pollutants are a growing concern along the Wasatch front, it may be useful for UDOT to agree to provide monitoring during construction and for a period of time when the facility is operating, in order to ensure that this project is not creating new NAAQS violations.

Water Quality

- This is one of the better water quality impact analyses we have seen. We appreciate the quantitative nature of the analysis. There are projected to be no issues with state water quality standards, and there are no existing water quality impairments within the project boundaries. We do believe, however, as stated below, that the indirect impacts to water quality from the reasonably foreseeable growth expected in the area should have been evaluated, particularly since economic development is included in the purpose and need.
- Structures and/or automated sampler devices which enable the monitoring of pollutants of concern (TDS, Cu, Zn, TSS, DO, Pb) at outlet structures may be appropriate for ascertaining water quality impacts from stormwater runoff at major stream crossings throughout the project corridor.
- Pollutant concentrations being discharged at the 10600S crossing of the Jordan River are not projected to exceed standards given a ten-year, two-hour storm event. However, to mitigate for the impacts related to larger storm events and/or impacts from adjacent developed areas, we recommend that the proposed outlet structure include treatment facilities such as stormwater retention or biofiltration. This is especially important at the 10600S Jordan River crossing as it is recognized as the only direct discharge from an expanded bridge crossing within the project boundaries.
- We recommend that the details of the stormwater pollution prevention plan be reviewed and/ or coordinated with city municipal stormwater programs during the construction process for the purpose of complying with the state municipal separate storm sewer system (MS4) general permit in the cities of South Jordan, Sandy, Riverton, and Draper.
- We also recommend that the aforementioned municipalities be involved in the project with sufficient detail to ensure that:
 - Municipal storm sewer system map updates are provided to the municipalities;
 - Municipalities can maintain and/or recognize potential failures at stormwater retention/detention facilities; and
 - Monitoring data from stormwater outlets/structures collected along the project corridor can be shared.

Wetland Impacts

- As with other resources, the indirect impacts to wetlands from the expected growth in the area were not analyzed. Again, we suggest that if economic development is a part of the purpose and need for this project, the impacts of that economic development on the environment, and in this case, wetlands, have to be evaluated. Stating that the severity of potential impacts to wetlands is unpredictable and that mitigation is unknown is not sufficient.
- Alternative 4, the preferred alternative, is not the least environmentally damaging practicable alternative under section 404 of the Clean Water Act according to the

chart on page 4-62 (table 4-20). The argument that Alternative 4 best meets the purpose and need (based on the table at page ES-6) is not the same as the least environmentally damaging practicable alternative to aquatic resources. The indirect impact analysis recommended above may result in the identification of a different least environmentally damaging alternative.

Wildlife and Fisheries

- The indirect impacts of the development occurring within the study area again is an area that could be analyzed better, and in this case, a reduction of these impacts in the form of planning around any sensitive habitat area that may exist, would be advised.
- This section states (on page 4-70) that the no build alternative is not expected to cause impacts to wildlife as no road improvements would occur. It seems from the map of the no build alternative, that roads will be built under the no build and that there would be wildlife impacts.

Energy Impacts

- We appreciate the inclusion of a section on Energy as an impact. Section 4.14, however, discusses only the energy impacts of construction and only mentions petroleum products. This section could go further to discuss alternative sources of fuel that would reduce both our dependence on petroleum as an energy source and promote pollution prevention activities. It could also have estimated the amount of energy required to construct this project.

Indirect Impacts

- It is our opinion that indirect impacts should be analyzed better than they are in this document. While the document acknowledges that growth in this area will occur as a result of this project, no direct analysis has been done on what the impacts of the expected development will be. FHWA's Interim Guidance on Indirect and Cumulative Impacts¹ states that "While transportation projects are not the only or primary factor in possible land use changes, the potential for certain transportation proposals to influence land use is undeniable." The CEQ guidance, Questions and Answers about NEPA regulations² states that "The EIS must identify all the indirect effects that are known, and make a good faith effort to explain the effects that are not known but are 'reasonably foreseeable'....The agency has the responsibility to make an informed judgment, and to estimate future impacts on that basis, especially if trends are ascertainable or potential purchases have made themselves known. The agency cannot ignore these uncertain, but probable, effects of its decisions."

¹/See Interim Guidance: Questions and Answers Regarding Indirect and Cumulative Impact Considerations in the NEPA Process, signed by Frederick Skaer, Director, Office of NEPA Facilitation.

² / Questions and Answers About the NEPA Regulations, also referred to as Forty Most Asked Questions Concerning CEQ's NEPA Regulations, 46 Fed. REG. 18026 (March 23, 1981)

There are numerous ways of estimating the indirect impacts of the reasonably foreseeable growth. FHWA's Interim Guidance on Indirect and Cumulative Impacts referenced above contains general information on methods to estimate these impacts. The Delphi method seems to be the most popular method nationally. It consists of expert panels that meet once, twice or, if necessary, several times, to compile information on foreseeable development and the differences that would occur with the different alternatives. This method is being used on at least three projects in Colorado.

Cumulative Impacts:

- The cumulative impacts analysis is very weak. The land use section should include information on the changes in land uses that will occur in the project area in terms of acres, and the rural versus suburban change that may occur overall. The wetlands section should attempt to quantify the acres of wetlands in the project area from some time in the past through the foreseeable future projects. The wildlife habitat section should attempt to estimate, for example, the bird biodiversity decline due to agricultural and urban development in the area, and how that might worsen in the future with the foreseeable development. The water quality section is missing any analysis of the impervious surface that may occur with the foreseeable growth and what that might mean to water quality.

Impact Summary Table:

- Page ES-6: It would be helpful to see the travel time reduction in terms of minutes per car, versus a percentage. The relevant question to be answered is how long during peak commuting hours will it take an individual to get from point A to point B. That question is not answered in this table.



**Environmental Protection Agency Rating System for Draft Environmental Impact Statements
Definitions and Follow-Up Action***

Environmental Impact of the Action

LO -- Lack of Objections

The Environmental Protection Agency (EPA) review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

EC -- Environmental Concerns

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce these impacts.

EO -- Environmental Objections

The EPA review has identified significant environmental impacts that should be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no-action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

EU -- Environmentally Unsatisfactory

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the Council on Environmental Quality (CEQ).

Adequacy of the Impact Statement

Category 1 -- Adequate

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis of data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

Category 2 -- Insufficient Information

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses or discussion should be included in the final EIS.

Category 3 -- Inadequate

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the National Environmental Policy Act and or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

* From EPA Manual 1640 Policy and Procedures for the Review of Federal Actions Impacting the Environment. February, 1987.

11400 South Draft EIS EPA Comment Response Summary

This is in response to the comments received from the U.S. Environmental Protection Agency on the 11400 South DEIS.

Purpose and Need

While we agree that “quality of life” can have different meanings for different people, the purpose and need for this project is to improve the quality of life by “improving mobility and providing transportation infrastructure to support economic development” (page 1-33 of DEIS). In the Purpose and Need section (pages 1-22 and 1-23), how we measure whether or not an alternative meets the project purpose and need is defined.

Alternatives

Because there are so many transportation management system (TSM) measures included in the No Build Alternative (see page 2-6 and 2-7) there was not much more mobility benefit that could be realized by additional TSM measures. All TSM measures of the No Build Alternative are incorporated into the Build Alternatives.

Impacts to quality of life for each alternative is included in the DEIS and are measured as discussed in the Purpose and Need Section (see comment above). These measures include mobility improvements over No Build conditions, and how well the alternative supports economic development opportunities. More subjective impacts to quality of life are discussed under direct and indirect social impacts in Section 4.3.

Environmental Impacts

Land Use -

More information on indirect impacts to land use has been added to the Final EIS (Section 4.1). This includes additional discussion and a figure showing expected induced development for each Build Alternative, as well as types of and timing of the expected development.

The discussion on indirect impacts to water quality, wetlands, and wildlife from this induced growth has been expanded in the Final EIS (see Sections 4.8, 4.9, and 4.10).

Air Quality

- Current VMT numbers and current emissions have been added to the Final EIS to compare against the No Build and Build Alternatives (2030 conditions)
- A discussion on air toxics and sensitive receptors has been added to the Final EIS
- The typographical error on Table 4-9 has been corrected
- More discussion on transportation-related contributions to PM10 (road sanding/salting, road dust, etc.) have been added in the Final EIS. Scaling the Cottonwood monitor area VMT to the 11400 South VMT to calculate PM10 emissions is not appropriate as PM10 can come from a variety of sources, not just automobiles.

- UDOT typically monitors opacity during construction activities, which would identify excess PM10 emissions from fugitive dust and construction equipment. This commitment has been added to the Final EIS (Section 4.6.5).

Water Quality

- Acreage of developed land from induced growth has been estimated to quantify additional runoff/indirect impacts to water quality. This has been added to the Final EIS (Section 4.8.1.2).
- UDOT does not plan on installing automated sampling devices for storm water. Storm water sampling is typically conducted by the county or local municipalities. If requested by the municipalities, the outfalls could be designed to accommodate the samplers if the city or county wanted to supply and maintain them.
- All outfalls into the Jordan River either go through detention basins or through the wetlands area (biofiltration) just north of 10600 South on the east side of the Jordan River. This has been clarified in the Final EIS (Section 4.8.1.3).
- The project team has and will continue to coordinate with the local municipalities regarding their stormwater program requirements. This has been clarified in the Final EIS (Section 4.8.1.3).

Wetland Impacts

- Information on indirect impacts to wetlands from the expected induced development has been quantified and is included in the Final EIS (Section 4.9.2).
- As each of the alternatives impact less than ½ acre of jurisdictional wetlands, the ACOE has indicated that the project would be permitted under a Nationwide Section 404 permit, meaning no project-specific Section 404(b)(1) analysis is required

Wildlife and Fisheries

- Information on indirect impacts to wildlife habitat from the expected induced development has been quantified and is included in the Final EIS (Section 4.10.1).
- The discussion on the No Build Alternative impacts to wildlife has been reworded to clarify that “no additional impacts” from this project would occur due to the No Build Alternative.

Energy Impacts

It is not expected that any of the build alternatives would reduce our dependence on petroleum as an energy source or promote pollution prevention activities.

Indirect Impacts

As discussed above, indirect impacts to water quality, wetlands, and wildlife habitat have been quantified in their respective sections by assuming acreages of land that will be developed from the predicted growth.

Cumulative Impacts

A map of known areas of wetlands, surface waters, cultural resources, and wildlife habitat has been overlain with the past, present, and expected future projects. This has been added to the Final EIS in Section 4.19. the discussion on cumulative impacts in

Section 4.19 has been supplemented to include quantifying impacts based on acreages/land areas affected and impacts identified in past environmental documents for project completed within the study area.

Impact Summary table

Trying to quantify and draw comparisons of the minutes of travel time savings from point A to point B during peak hours would not be very meaningful as we would not know which locations to choose. Depending on the starting and ending points of a given commute, some travel times would be greatly reduced with a river crossing, while others would not be very significant. It is more meaningful to give an overall savings by looking at a number of common east-west roads and give a percentage of travel time-savings overall.



November 16, 2004

Utah Department of Transportation
Region Two Headquarters
Attention: Joe Kammerer, P.E.
2010 South 2760 West
Salt Lake City, Utah 84104-4592

Re: 11400 South Project

Dear Mr. Kammerer:

The purpose of this letter is to reemphasize the preferred alternative of the Draper City Council for the 11400 South area. As adopted on May 6, 2004 Resolution No. 04-36 states:

The Draper City Council hereby designates Alternative No. 4 from the UDOT 11400 South EIS Project as the preferred alternative, which alternative calls for the construction of a 11400 South interchange at I-15 and the construction of 11400 South from the freeway west to the Bangerter Highway. The Draper City Council sees Alternative No. 4 as an integrated solution, and its support is contingent upon UDOT securing adequate funding to concurrently complete, at a minimum, the projects component from State Street to Redwood Road, including the interchange improvements and the Jordan River Crossing.

The Environmental Impact Study (EIS) recommendation of sequencing for Alternative 4 is unclear with respect to construction of the 11400 South Interchange and the Jordan River Crossing. The sequencing analysis for Alternative 4 shows that if the I-15 Interchange were constructed first, the new 11400 South river crossing would need to be constructed by 2012 in order to provide acceptable mobility within the study area. Yet, the sequencing matrix in the study indicates that both the interchange and the river crossing should be constructed in 2012.

The Alternative 4 description fails to adequately explain the impact to Draper City streets if the Interchange were built with the current funding and the river bridge delayed until additional funding could be acquired.

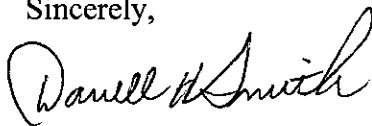
Our concerns were fueled by the indication by the traffic study which shows that the Level of Service (LOS) along 11400 South in the area of 700 West and Jordan Gateway would be similar in 2012 with or without the river crossing. The LOS at the 700 West

intersection would be LOS A either with or without the river crossing. LOS A represents light traffic free-flow conditions with good maneuverability. There would not be any safety impacts associated with the construction phasing. Clearly the study did not look at impacts beyond the intersections of the 11400 South corridor. Without the river crossing, traffic would increase on Jordan Gateway/Lone Peak Parkway and along 700 West as commuters make their way to 10600 South and 12300 South to travel west from the freeway. Residents living along these corridors would be affected by the increased traffic levels if the river crossing was not constructed by 2012. If the river crossing were constructed first, the widening along 10600 South would not need to occur until 2022.

The Draper City Council is firmly in support of Alternative 4 but we emphasize that this support is contingent upon UDOT securing adequate funding to concurrently complete, at a minimum, the projects component from State Street to Redwood Road, including the interchange improvements and the Jordan River Crossing.

Thank you for your time and considerable effort in completing this task.

Sincerely,

A handwritten signature in black ink, appearing to read "Darrell H. Smith". The signature is fluid and cursive, with the first name "Darrell" being more prominent than the last name "Smith".

Darrell H. Smith
Moyor

CC: Eric Keck, City Manager

11400 South Draft EIS Response to Draper City Comments

This is in response to the comments received from Draper City on the 11400 South DEIS. Additional traffic analysis was done to prepare this response and it is summarized in a November 29, 2004 memorandum that is included in the updates to the EIS *Appendix A, Traffic Analysis Information*.

1. **Comment:** “The Alternative 4 description fails to adequately explain the impact to Draper City streets if the interchange were built with the current funding and the river bridge delayed until additional funding could be acquired”.

Response: The traffic analysis conducted for the recommended preferred alternative shows that, if the interchange is constructed first, then the river crossing would need to be constructed by 2012 in order to provide acceptable mobility within the study area. Without the river crossing, traffic would increase on Jordan Gateway/Lone Peak Parkway and along 700 West as commuters make their way to 10600 South and 12300 South to travel west from the freeway. Residents living along these corridors would be affected by the increased traffic levels if the river crossing was not constructed by 2012. The planning level volumes generated by the 2012 models show Lone Peak Parkway would be over capacity; however, the 700 West corridor would be below capacity, indicating that the trip destinations along Lone Peak Parkway do not have alternative travel paths. Lone Peak Parkway would also be over capacity in 2012 under the No Build Alternative.

UDOT does not have control over funding.

2. **Comment:** “ ... the Level of Service (LOS) along 11400 South in the area of 700 West and Jordan Gateway would be similar in 2012 with or without a river crossing. The LOS at the 700 West intersection would be LOS A either with or without the river crossing.”

Response: The 700 West intersection without the river crossing is unsignalized and operates at LOS A. The addition of a river crossing increases the volume on 11400 South and 700 West such that a signal would be needed to provide an acceptable LOS in that situation. The LOS for an unsignalized intersection and the signalized intersection are based on different parameters and cannot be compared to one another.

3. **Comment:** “Clearly the study did not look at impacts beyond the intersections of the 11400 South corridor.”

Response: As presented in the November 29, 2004 traffic memorandum (Appendix A), the 700 West corridor would operate at acceptable traffic levels during peak hour conditions (LOS C) in 2012 under a worst case scenario for Alternative 4 and the maximum trip generation allowed by the City of Draper for a residential development.

Thank you for your review and comments.

Response to Public Comments on the 11400 South DEIS

General Comments	
Comments:	<ul style="list-style-type: none"> • Very informative employees anxious to discuss concerns. Thank-you. (Unknown)
Response:	Thank you for your comment
Comments Supporting the Preferred Alternative	
Comments:	<ul style="list-style-type: none"> • As a taxpayer and resident of the Riverton neighborhood immediately adjacent south of the proposed Jordan River crossing at 11400 South, I want to weigh-in on the Draft EIS and provide general comments regarding the 11400 South Project. I am pleased with the level and quality of ongoing communications regarding this project. As a follow-up to my visit to the public presentation at the SouthTowne Convention Center on the 18th, I have just completed a thorough online review of the Draft EIS; and find it to be in good order. I can't provide a single question that has not been adequately covered in the public presentation or the online Draft EIS. My analysis of the proposed options concurs with the findings of the project team -- that Option 4 is the preferred option. To take this a bit further, my only concerns will surface if Option 4 is NOT adopted. The lower cost, higher functionality, fewer displacements, and overall effectiveness of Option 4 so far-outweigh the alternatives that I would have very serious concerns about the project ONLY if Option 4 were not the final selection of the committee. I would request that the project team immediately make public any citizen committee(s) or legal action(s) established to oppose Option 4. The minority of uniformed home/business owners who did not attempt or complete a thorough investigation into the ramifications of buying/building adjacent to the 11400 South transportation corridor can not be allowed to further delay or undermine the timely implementation of this thoughtful, forward-thinking transportation plan. (Unknown) • I strongly support 11400 S. Alternative 4. We must have access to the freeway at 11400 South. No build makes no sense, and Alternative 4 is otherwise the least expensive. (Alan Springer) • I like Alt #4. It seems to provide the best long term solution to traffic flow. The other choices seem to be a band aid and will need additional improvements. This also creates commercial development along I-15, this seems natural. (Boyd Brown) • I agree with and support UDOT's recommendation for support of Alternative 4 of the 11400 South corridor based upon discovery in the Draft Environmental Impact Statement (DEIS). It is clear from the DEIS that Alternative 4 creates the greatest long-term area travel improvements at the most affordable cost to tax payers. It also completes this objective with the least amount of disturbance and necessary relocation to area residents and businesses. I encourage UDOT to complete all required approval and planning necessary to complete improvements recommended in Alternative 4 as quickly as possible. (Brent Davies) • I wanted to voice my SUPPORT FOR the proposed expansion of 114th South and the creation of an interchange with I-15. This area (Sandy) has been choked for years with only the 106th on-ramp to use. Trying to get past a mall in order to egress the city limits is very difficult during the holiday season and having 114th finished and the expansion completed would be a tremendous improvement. Can't wait! (Brent Taylor) • Alternative 4 is my choice, too!! It seems that the best care was taken to: <ul style="list-style-type: none"> -Reduce construction cost -Minimize condemnation of homes -Minimize environmental impact -Provide best traffic flow on a NEEDED artery Including Single Point Urban Interchange -Cooperate between all involved agencies -DESIGN and BUILD a WELL BUILT quality functional road. Bravo to those who staged this open house! Great satellite views! great cookies! (Bret Olsen) • I believe alternative 4 is by far the best way to go. I work in South Jordan and it has always been very time consuming trying to get to the annexed area at about 700 W. 11400 S. 11400 S. must cross the Jordan river and connect to 1300 W. I know the people in the Parkway Palisades subdivision are against 11400 S. going through there but that whole subdivision was built for it and they knew that when they bought there houses. The project has been delayed for so many years that they are used to the way it is. I say the road must go through as planned. I think an interchange at 11400 S. would relieve congested traffic from 10600 S. and 12600 S. If you put in an interchange at 11400 S. it makes sense to widen the road so it can handle the traffic all the way to Bangerter Hwy. Alternative 4 is by far the best plan! (Brett Perez) • Alternative four appears to be the best to alleviate traffic congestion on I-15 and give residence access to the west side of the valley. (Bruce Kartchner) • Thank you for allowing us to attend this public hearing. The information was very helpful, and the people available to answer our questions were very knowledgeable. I am in

favor of Alternative 4. It seems to be the most practical solution. I think it is very necessary to have access to I-15 from 11400 So. and to have 11400 So. continue west across the valley. (Kathy Kartchner)

- Support Alternative 4 (Bruce Bingham)
- Please move ahead with the preferred option. The traffic conditions at 10600 South are continuing to degrade. The additional east west access as well as additional freeway access is greatly need at 11400 South. (Bruce Steadman)
- We like the signal and frontage road at 700 W. and 11400 S. (Carl & Carol Wengel)
- To make full use of the expanded I-15 freeway, it needs the right amount of interchanges. Only then does it alleviate congestion on city streets. Right now, many Sandy commuters (like me) wish there were an interchange between 123S and 106S. The 114S interchange will shorten our commute times, alleviate traffic delays, save fuel expenses and improve air quality. Please, proceed with the plan as soon as possible. (Carsten Smidt)
- Please choose alternative 4!! It has the least impact on wetlands and it is the cheapest to construct. I am AGAINST any project that calls for widening 12300/12600 south. We have already been through construction projects on 12300/12600. If 12300/12600 south is widened we will loose our 2 next door neighbors and ½ of our street, but since the road will not be within 15 feet of my house I will be left there and my neighborhood will be gone! When I purchased this home we put in a provision in the contract that if there were pipes or power lines in the back yard that prevented a pool being built there, we would not purchase the home. The yard passed and we bought it, but now if 12300/12600 south is widened we won't have our backyard to build a pool in! Alternative 4 is the best alternative. 12300/12600 has already been widened and it would be expensive to widen it again. Alternative 4 impacts the least number of residences, it is the cheapest to build and it affects the least amount of wetlands. LETS GO WITH ALTERNATIVE 4!! (Chantell Miranda)
- I am for widening 11400 S and adding the interchange. Traffic on 12300 S seems to be flowing smoothly now and it would just be non-productive to have work on a street that was just recently worked. Experiencing 12300 S would also eliminate my neighborhood due to homes being bought out for the expanding of 12300 S. 11400 S would also relieve congestion on the 12300 and 10600 S exits. The major reason I don't want 12300 S expanded is still personal. I bought my home in what is a nice neighborhood and I would hate to lose my neighborhood. It may seem that I don't want widening my street because of my home, that is true and that is the message I want to send. Studies that have been provided show that 11400 S is the best option. Those opposed will most likely be opposed for the very reasons I am. We should follow with what is the best option and what would be most productive in the end. (Chantell and Miguel Miranda)
- After reviewing the mailer the best alternative looks to be the preferred alternative--#4. (Charlotte Spencer)
- I am in favor of Alternative 4. I also want to comment on the State Street Project/12300 South project near the Draper Outlet mall. I live at ~165 East in Draper Twin Peaks neighborhood built by Ivory Homes. We can hear the sound of cars humming along on I-15 both with our windows open and windows closed from inside our home. It is quite a nuisance in the summer time, especially at night because our master bedroom window faces West and we can hear the highway noise all night. Would it be possible to erect sound barriers along this newly widened stretch of road between 11800 South and 12300 South? (Christopher Ross) (Note: comment regarding State Street/12300 South project was forwarded to the UDOT project manager for that project)
- I work in South Jordan, for South Jordan City, my children live in South Jordan and I live in Draper. This roadway is needed. As a commuter, as a family man, this roadway will shorten my commute and facilitate my opportunities. In terms of transportation planning, the 4th Alternative will vastly improve transportation opportunities in and through the City. (Clifford Strachan)
- I want Alternative 4. Thanks. (D. Mortensen)
- My wife and I are in favor of building the I-15 11400 South interchange. It is an interchange we would use on a regular basis as we live on 11820 South 10th East. There is a need for this interchange as well as a need to widen 11400 South to four lanes across the Jordan River. We would like to have 10600 South widened to six lanes as well. UDOT has done a good job of planning for growth in this end of the valley. Thank you, (Dan & Nena Reisner)
- An interchange is badly needed now let alone in the future at 11400 South. No one wants one in their back yard but everyone uses the other entrances and exits from those who are in someone else's back yard. I applaud you for the foresight in putting it in the best logical location available. I hope that it can happen before more needless expense is spent before it is put in eventually anyway. (Dave Ross)
- Great work on various options. I prefer option 4 and think you've done a good job assessing issues. I will be thrilled when we have improved access to my area and better flow of traffic. Why no discussion of a TRAX line for this line? Why not combine another form of transportation on an east-west TRAX line? I am concerned with the Jordan River Parkway development. Will this further the goal of the project? (David Penrose)
- - It has the lowest cost

- Not as many houses destroyed
- Less traffic
- Not as many businesses destroyed (Ryan Penrose)
- I feel the 114th S interchange is essential for the safety of our community. I live 2 blocks from both 114 S and State Street. I have seen State Street so backed up with traffic from freeway problems (If there is an extra interchange traffic it can be let on with a shorter distance to travel along State Street) and from regular N/S travel that many (including me) take short cuts through neighborhood past schools, parks, and churches. I view the 114th S. interchange as extremely important! (David Parry)
- I think what you are doing is great, we need the interchange. Just keep things going. Let's get things started. (Dean Bullock)
- Lets get started on alt. 4 ASAP. The E-W traffic is terrible (Dell Mulliner)
- Excellent decision Alternative 4. AN INTERCHANGE AT 11400 S IS GREAT!!!! (Dennis Frandsen)
- I agree with UDOT! YES with Alternative 4 Please ADD an interchange at 11400 S. and I-15. 1 We LOST and interchange (SB State and abt 11800 S.) and need a replacement (add 11400 S.) 2 Interchange at 11400 will lessen congestion at 12300 and 10600 interchanges plus help lessen traffic on those roads. 3 Make life easier for the vast majority of people driving and shopping in this area (Dennis Frandsen)
- I have lived in this area for the last 10 years and greet this change with open arms. This has been long over due. The growth that has happened in this area is staggering and will continue. Thank you for the thought and planning. I have followed the different proposals and also feel that this is the best. (Derek Rutledge)
- I support alternative option 4. I feel that this is not the solution to manage all the traffic for the southwest quadrant of the valley. There needs to be a plan for north/ south movement of traffic in the west. I only support this alternative if there is also a plan for the north/south belt route. I feel the less impact on residential and business is the best alternative. (Camille Scheel)
- This is a needed project and this alternative is best. (Dwayne Woolley)
- I live on 600 West and I like the 600 Frontage Rd. in Alternative #4. After looking at all the Alternatives I like #4 (Errol Childs)
- The Alternative 4 is more better for the exit. (Francisco Terreros)
- The 11400 south project has been delayed long enough! A very small group of people are holding up this project which will benefit the masses. Our country is based on majority rules. We can not let 3 people dictate the direction of this project. I moved from my house on 9400 south so it could be widened for the masses; what makes these people so special!?? Their life will go on just fine in their new homes. (Fred Priwo)
- I support your recommendation of Alternative # 4. I cannot make the public hearing. Thanks for all you do! Good luck with all the bureaucratic red tape you have to go through. (Gary Deaton)
- Me and my Family want you to build alternative 4 with the Interchange at I-15. Why isn't it done already! Our traffic problems are terrible! Looking at the construction costs as a tax payer alternative 4 is also the one I want. (Howard Anderson)
- I currently live close by proposed 11400 So. interchange. We need Alternative 4!! I am so tired of Fighting traffic to get to the Free-way or to the West side. I have lived in this area for 8 yrs. Draper City should have not allowed Juan Diego School to be built with-out better street access. The School has caused many more problems with traffic than this Alter #4 will ever be. Vote Yes Alternate #4. I am a Realtor and it will not hurt our Values in Cranberry Hill Sub. (Janet Anderson)
- Alternative 4 – Our Subdivision in Cranberry Hill is in need of better free way access. The Catholic School has had a bigger affect on us than the Freeway. We need a connection to So Jordan "straight across Valley to Bangerter." This will eliminate the grid lock at 12300 and 10600 (Janet Anderson)
- Proposal # 4 seems like the sensible solution to the problems of commuting East and west with the opening 114th South through to Bangerter Highway. Also the interchange at a 114th South would make access to the freeway so much simpler. Keep up the good work and push it through as soon as possible (Paul Anderson)
- Our household supports alternative 4. We feel it provides the best gains for the community for the least impact. It also impacts the fewest residents in terms of relocation and loss of property. Alternative 4 also does not represent a potential negative impact to tax funds obtained through local business. The loss of businesses can not guarantee relocation in the same area – this coupled with the lower costs represents lower total tax burden to the residents of the south valley and Utah in general. (Jason and Michaela Rivkovich)
- I am for 11400 S. There have been events that have shown the improvements of people who suffer from asthma. For example, during the Atlanta Olympics the community

took mass transit alternatives. During this time hospitals in Atlanta reported a significant drop in admissions in to the hospital for asthma attacks. This was evident for two weeks. I raise this point because when cars are sitting and backed up for at least a mile, this causes an immense amount of pollutants in the air. If we had more off ramps and more east/west (small) arteries, and less traffic sitting on I-15 or 106, 123, 90, 72, etc. the air quality would not be so bad. Not only do I think an off ramp is a good idea but even more would be a huge improvement benefiting the environment and people's time spent on roads and, of course, with growth you NEED to accommodate. (Jennette Criddle)

- Look, I can understand that some people are going to not enjoy having the road right near their home. Granted, no one wants to have a freeway for a backyard. But in all honesty, as a resident of this area, build it! We sit in traffic jams all day anyhow and complain to all of you about it, and then when you want to do something to fix it, we complain even more. The irony is astounding. The only wish I have is that you didn't have to go through all of the unnecessary red-tape to build. You folks live in the same neighborhoods as I do. You drive in the same messy traffic. You're not idiots. Pardon those who are. (Jeremy Roberts)
- Improved east west traffic flow across the south east quadrant of Salt Lake County is imperative. Alternative 4 the "proposed Alternative" appears to be well thought out. I support the proposed alternative. (Jim Taylor)
- Would like Alternative #4, least cost, least impacting Alt. Other alternatives including widening of 10600 S and 12300 S are ridiculous. Widening roads again within 5-10 yrs I am opposed to. Public would have outcry widening again. Build 11400 S. Interchange is req'd for purpose and need. Most direct route from west to east side of valleys in corridor area and access to I-15 is critical. Don't ruin Alt. #4 because a few people oppose it. It will serve the best for public as a whole. (Jim Webb)
- Alternative 4, in my opinion, is the most logical and cost effective proposal. It would cause the less economic impact to the community and environment. I whole heartily support this proposal. (Jim Young)
- I would like to commend you on your strong stance to make an I15 exit at 11400 South. I read an article in the Tribune last week and had to chuckle. The people that are against this exit have no concern for anyone except themselves. In the article it stated something to the fact "You can build a new road but why does it have to be here." Its obvious the exit is needed with all the growth in the area. I have only lived in the area 7 years and the growth and traffic has been tremendous. The widening of 10600 S from I15 to Redwood has helped me greatly. How would it be if that was still a 2 lane road? (John Paris)
- – Very thorough E.I.S. study right down to 12 fish in the Jordan River.
 - This has been the preferred alternative with people in our area.
 - People in our area are looking forward to the I-15 11400 So. Interchange.
 - 11400 So. to Redwood Road is urgently needed.
 - It has truly been a pleasure working with your E.I.S. committee, a very professional group. (Gary Sturdevant)
- I am in favor of alternative #4 for the 11400S road expansion. I live on 12000S ish and 1100W. I would prefer to have freeway access at 11400S. I realize there are many people who would prefer not to have to deal with 11400S becoming a main artery thru South Jordan, but the people who live in the River Front area...had to have known when they built or bought property there--this was a possibility. The big cement structure should've been a dead give away--best case a reason to ask what the heck that's doing there. Anyway--as a resident close to the area--I vote to continue with widening and increasing 11400S from Bangerter to really 1300E. (Kara Heugly)
- The Impacts summary table seems to bear out the obvious common-sense alternative. This freeway entrance has been on the master plan for the past 20 yrs. The only problem is that it probably should have been completed about 5 yrs. ago to prevent the current congestion problems on the west side. Expanding 106th south and 123rd south without adding the freeway entrance at 114th south will only make the congestion move a little faster, but will still concentrate it at those points. When the Daybreak subdivision builds out we will be looking at a phenomenal number of cars funneled into those two small (relatively) east-west corridors. Sounds like a nightmare commute to me. Alternative #4 is the best choice as well as the cheapest. How often does that happen?!! (Saundra Gotberg)
- Definitely in favor of an interchange at 11400 S as included in Alt 4. This will speed up traffic as well as partial replacement for the eliminated State Street ramp (SB). A few people will be unhappy (as I was when Wasatch Blvd was completed at about 9900 S by my house at the time) but so many more people benefited. (Matt Frandsen)
- Good work! I appreciate the time and analysis given to this project. I support Alternative #4, the Preferred Alternative. The 11400 So. I-15 interchange has been part of Sandy City's General Plan for over 20 years. Getting it built will result in new retail growth opportunities in Sandy. Plans on vacant property in Sandy City have been put on hold waiting for this project to be constructed. It has been frustrating to see the project delayed because of the lawsuit. The Sandy City Community Development Department supports the improvements proposed in the recommended Preferred Alternative. Additionally, we would request the I-15/11400 South Interchange be enhanced with landscape and artistic touches similar to the 12300 So/I-15 Interchange and others in the state like Pleasant Grove's. Thanks for all your work. (Mike Coulam)
- Dear Sirs. We're looking anxiously forward to the new intersection at 11400 So. Thanks. (Mr and Mrs Dahl)
- I definitely agree that Alternative 4 is the best plan. Something needs to be done in the south end of the valley. Widening 106th and 126th south to 6 lanes I feel would be

too dangerous for families and business traffic in the area. (Nat Gardner)

- I support the preferred alternative (alternative 4). I would see an Interchange at 114th South as the final interchange to be constructed along the I-15 corridor. I see Alternative 4 as best meeting future transportation needs and would assist in economic development and improving the tax base in a depressed economy by encouraging commercial and retail to locate in this area. Thank you for the time and effort put in on the EIS process. (Patrick Casaday)
- In favor of Alternative 4 – 11400 S. EIS also In favor of Recommended Alternative for the 10400 So. Redwood Rd. to Bangerter which hopefully is still a 4 lane plus center lane south shifting alignment. (Quinn Stirland)
- I STRONGLY support Alternative 4 as a good option to relieve existing and future traffic congestion on 12600 S. and 10400 S. I travel both/either streets twice daily as I try to go to and from work. With the accelerated growth in Herriman and Daybreak areas the congestion will become more intense very soon. We need another Jordan River crossing and freeway access desperately. Alt. 4 is the least costly option of the four alternatives, displaces the fewest residences, and no businesses! I would like my tax dollars to be spent on this transportation improvement, and I will gratefully drive on the new road every day. (Mitzi Overstreet)
- Public Comment Regarding 11400 South: YES – please proceed with the “preferred alternative” which will finally provide for the full interchange at 11400 South and will connect Bangerter to 700 East!. You will likely only hear from those that oppose this freeway improvement. The remaining county residents are likely in favor of this interchange. I purchased a home just north of 11400 South in Sandy 20 years ago and knew that 11400 South would one day connect to I-15. I was hoping for this interchange to be constructed many years ago. We need the 11400 South interchange to alleviate the congestion at 12300 South and 10600 South. The “preferred alternative” makes “common sense”. Residents in the area have had years (decades) to plan for this interchange. I believe UDOT has a responsibility to finally adopt a plan that truly makes sense for the transportation needs of the state by building the interchange that has been anticipated for decades. Thanks (Rick Mecham)
- I commend and support the selection of Alternative 4. I see it relieving a significant amount of traffic congestion off of 10600 south and 12300 South, both in accessing I-15 and providing more and better east and west routes across the valley. The additional interchange at 11400 South will help considerably with the present difficulties of entering I-15 at the two present interchanges due to the high volumes that already exist. Please remember to provide for continuity of the Jordan River Parkway in your plans. (Robert Glazener)
- I like #4. It is the best. It moves the least houses and no business. It is good environmental wise. We also need another Jordan river crossing. It is the best so they use 1 road instead of 2 or 3. It has the best traffic flow. It is best for kids. Why effect lots of kids when you don't have to. (Robert Jager)
- We at apc think alternative 4 would be the best way to go, so we vote for alternative 4. thanks. (Ron Mortensen)
- After reviewing several news articles and some of the EIS plans, I support Alternative 4. As someone who frequently travels this area for work and shopping an interchange at 11400 South is very much needed for this area. I know that there are many people that will be impacted by this decision, but is not my fault, it is the lack of long-term planning by South Jordan City for what should happen for 11400 South. My one concern that an adequate bicycle lane is provided. I have noticed an increase in the number of cyclist and this is a high safety concern for cyclist and kids in this rapidly developing area of the valley. (Ronald Kidd)
- I appreciated receiving the EIS Draft both by e-mail and mail. The alternate that has been chosen is the best of all the options presented with the least amount of impact in the areas where the proposed new road improvements will be implemented. I will support approving this alternate. Thank you for providing the open houses and public hearings on the proposed changes and the opportunity of being able to provide feedback. (Roxanne Graham)
- WE ARE IN FAVOR OF ALTERNATIVE 4. Will help the traffic flow. We OPPOSED to Alternative 1 and 3A as we live on 126th and feel 123rd/126th is just finishing and don't think they should be considered (Roy and Carolyn Toone)
- Alternative 4 is the obvious, “common sense” choice. Another river crossing is desperately needed. With the center of population in the valley approaching 9000 South, another interchange is a clear necessity. The addition of east-west alternative will be badly needed in the near future. No build is untenable in light of all the growth whether we build the highway or not. Any alternative which does not have a river crossing should be dismissed as insufficient. Basically, you cannot build it soon enough for me – Alternative 4 please (Sam Klemm)
- I feel that the proposed expansion will be very beneficial. I have to drive through state street and the 11400 S intersection everyday and it is always very crowded. I like the idea to extend 11400 South to 4 lanes and to add the I-15 on ramps, that would relieve some of the traffic on the 12300 S and the 10600 S on and off ramps to I-15. Also the off ramp that went right on to state street was recently taken out with the new expansion on I-15, with this alternative it would make up for the upset residents that were affected by that. I strongly agree and support the proposed expansion, especially the 11400 S expansion and i-15 interchange. (Tyler Blodgett)
- Alternative #4 is the only logical way to go. Looks to me to the cheapest in the long run (Wendell Galbraith)
- I've read the study. The only option that makes sense to me is #4. Let's get on with it. This project could have been completed by now. Too bad a few "Johnny come Latelys"

have caused all this delay and waste of tax money. (Bill Foley)

- 11400 needs to be completed over the river and as soon as possible. Riverton and South Jordan need another access from the east side. Also get rid of that 'haft-a-house' on 13th, what an eyesore. (Roger Wilcox)
- I strongly support the preferred alternative. (Craig Hinton)
- Of the alternatives, I support Alternative 4 due to the lower cost and lower number of home and business relocations. Although there is a big problem during many times of the day on 10400 South between Redwood Road and 2200 West, opening a thoroughfare from I-15 through Bangerter at 11400 South may encourage a large number of individuals to travel by way of 11400 South rather than 10600/South Jordan Gateway thereby reducing the amount of traffic on this heavily congested two-lane road. There are many homes and businesses built close to 10600 South which would be harshly impacted by widening this road. I too am quite concerned about the 29,000 new homes to be built at Suncrest and believe improvements such as these need to be done as soon as possible and as inexpensively as possible to alleviate the already congested traffic areas. (Jorie Hill)
- This "alternative" has been the intended site for the road since I moved to Riverton five years ago--sections along this route have purposely been left undeveloped for this reason. There is no need to change that route. People who built their homes around the route should not be surprised that this is where the road should go. Those in areas south of my home should not have the route changed because others who built near the original proposed road suddenly don't like the idea. Keep it as it stands...114th all the way! (Sheri and Jon Jenkins)
- We support No. 4. We don't want them to change 123rd, we have endured several years of a war zone, and they're still not done. We understand some of it is subject to change on the exit, so we want minimal changes on anything to do with 123rd at this time. We are done. Let us move out of state first. We have needed 114th to go through for probably 10 years. The people that are holding us up are costing everyone lots of money, and the traffic is horrendous, and development is being hindered because of whatever they're doing. We need this 114th to go through all the way from State Street to Bangerter, as proposed in No. 4. (Sandra Jenkins)
- I just -- I would like to go with the plan No. 4 you have out there. And I do not want you to widen 126th South, don't widen it. It seems to be going fine just the way it is. A new road is nice. I'm in favor of not doing any more work on 126th South. (Nada Ann Stillman)
- Commenting on the various alternatives presented in the E.I.S. I would prefer Alternative No. 4. Basic reasons, I have lived in this area now for almost 29 years and have noticed and been a participant in the congestion as it has continued to build up, and foresee nothing but continued congestion going east and west on 106th South and 114th South. And it's, in my opinion, imperative for the growth that's taking place in both South Jordan and continuing to take place in Draper and Sandy, that the east/west corridor of 114th South be built, and be built as soon as possible, carrying it all the way out to the Bangerter highway, which will also be impacted by the Daybreak subdivision of Kennecott, which is a 4,600 development in acres, and thousands of rooftops are going to create again additional congestion with that east/west traffic and adding just more and more traffic to that -- the existing corridors. So I am definitely in favor of Alternative No. 4 and in favor of Alternative No. 4 happening as soon as possible. Thanks. (Jeffrey Bernson)
- I am also in favor of Alternative No. 4. I have been in the Sandy, Draper area now for 10 years and been driving for 10 years. But it's very congested, and I have noticed that the congestion along 106th South, especially in the South Jordan area, is very congested. And I think that an on and off ramp on 114th South would be a great alternative, and it would help decrease the traffic along I-15, and also help with the east/west transportation as South Jordan and the western southwest area continues to grow. (Chaz Bernson)
- We are for the -- we approve the 114th corridor. What was it? No. 4. Yes. Alternate No. 4. (David Stauffer)
- I'm for Alternative Route No. 4. (Ann Stauffer)
- I have lived in this area all of my life. In fact, I grew up on 114th South, right in the area where this project is being considered. And I have been absolutely amazed at how much traffic there has been in the last 10 to 20 years. In fact, I sold my home on 114th South because I couldn't get out onto the road. There was too much backup, we couldn't get off our garage. And as we have reviewed all of these statistics, and we have been watching this project ever since they began it, and the lawsuit that was foolishly put in against it, we can't see any alternative that makes much sense except Alternative No. 4. That's the one that is the cheapest, it's the one that takes the best care of the traffic congestion, and gives the alternatives that are necessary to handle this excessive gridlock that we have here every evening, and especially late evening and early morning, getting on and off the Interstate. And so for my input I would sure recommend that Alternative No. 4 be considered. And I commend UDOT for the excellent work they have done on the Environmental Impact Study. And I think they have looked at every possibility, as we look at it. (Marlon Fairbourn)
- I use 114th quite often, and yes I think that Alternative No. 4 is the best way to go. I think that UDOT is doing a good job so far and hope we can get this resolved before too long. And I hope that Alternative No. 4 is the one that gets chosen. (Marjorie Jeremy)
- As a taxpayer, I have been very discouraged and concerned about the amount of money that was wasted in having this lawsuit impacting UDOT after the project had started for one day and the bid was given and all of these things done. There have been several millions of dollars added to the cost of the project, and I think it would be well if that could

	<p>be avoided in the future. I don't think the taxpayers of this County ought to have to stand still for that kind of nonsense anymore. I don't know what else could be done in the way of planning or trying to minimize impact on everybody, but also trying to solve the gridlock problems we have got. It's time some action took place instead of stalling tactics. Thank you very much. (Marlon Fairbourn)</p> <ul style="list-style-type: none"> I would like -- me and my family would like you to put Alternative No. 4 with the full interchange at I-15, and we are kind of -- It's disappointing that it's not done already because our traffic problems have been terrible. And we don't know how the project got delayed or taken off the statewide transportation improvement program, but I think sometimes a few people can overcome the majority. Most of the people in the area are for the project and know that we need the project. Looking at the construction costs for the different alternatives as a taxpayer, I also want Alternative No. 4 because it is the most economical way to solve the flow of traffic, based at 122 million dollars, compared to the other project costs. So, thank you. (Howard Anderson) For the last two and-a-half years you guys have tore up our property, and I'm still trying to fight UDOT to get it straightened around, and now you turn around and tell me you're going to spend more tax dollars and tear that all up and take my house. Well, for nearly a year and a half, I turn around and they was going to take my house, then they wasn't, and then they went back, and finally they agreed on only three feet of my property. If they do these plans now, other than Alternate No. 4, they're going to take my house again. I think this has put a lot of stress on my family and all the people that live out there. And we have put up with what's going on up until now, and I think it's time that they turn around and do Alternate No. 4 and do 114th South and then finish 106th South to 104th and widen it, and then they will have three main arteries going to Bangerter, and also going out to the new housing district that Kennecott owns out there. And why do we need to widen 126th again? That's my question. I mean, I would like to know why they're going to waste the tax dollars they have already spent and then tear up people's lives again. Because all of us along 126th, we were put on the dilemma they was going to take our houses, then they wasn't, then we found out they're going to take it again. And we just want to -- we would like to know why they didn't want to spend all these extra tax dollars when they have already done something. It's done and completed, and it will serve for at least 10 or to 20 years coming into Riverton. Plus there is not that much in Riverton to go see, anyway. Leave my house and property alone. I have had more than enough. I would like a response. (Charles Robert Iverson, Sr.) Briefly, we have property on 114th South and 3rd West -- 3rd and 4th West. And we are -- We think this has gone on way too long and it needs to go forward, and quickly. We really wanted to build on 114th South 10 years ago, but when we heard about the freeway we decided that, no, that's not the place to build, so we have been kind of waiting to see what's going to happen and whether we should build there or whether we shouldn't. But it's right on 114th South. And we are in favor of No. 4., Alternative No. 4, completely in favor of it. Okay. Because we figure it's absolutely necessary. (Don and Afton R. Kemp) I have lived in Riverton since 1985. When we purchased our property in Riverton we knew that 114th was coming through, and we made our plans accordingly. And we have been disappointed that it's taking this long for the State to finally act on this. We are in favor of Alternative No. 4 for several reasons. Number one, it's the least impact on the community, when you look at all the other options. Number two, it's the best east/west alternative at this end of the valley between 123rd and 106th. I know that the people in the subdivision -- I live in the subdivision right next to 114th will come through, and those people all bought their lots realizing that 114th would be built there, and their land prices were adjusted way downward because they knew 114th was going to go through. And now they're the ones really fighting this. So it's a disappointment that it was there on the master plan and everyone would have known about it, if they had done their homework. We need another access there to the freeway because of the congestion, and as Herriman develops, more traffic is coming down 123rd and 106th, and so that's why Alternative No. 4 with the freeway entrance is just a necessity, and in modifying 106th and 123rd off and on ramps. So Alternative No. 4. (Mark Gotberg) I am in favor of the proposed changes, the most preferred, Alternate 4, I believe it is. That's it. (Donald Park) I tried to send in this comment during the last public hearing time and was lost off the website and unable to return today. So do not know if my message was delivered. We have been waiting for over a decade for 11400 interchange with I-15. Please, we need more east-west access, not just here but in the nightmare at West Valley and Taylorsville. (Lynette Jones)
	<p>Response:</p> <p>These 86 comments are in favor of Alternative 4 as the Preferred Alternative. One commenter stated that their support is contingent on the north/south belt route (Mountain View Corridor) being completed and one commenter asked about TRAX. Both the Mountain View Corridor and the Mid-Jordan TRAX line are on the Wasatch Front Long Range Transportation Plan and are included under all the Build Alternatives as well as the No Build Alternative. Another commenter stated to remember to provide for continuity of the Jordan River Parkway in the Alternative plans. Trail connections are part of all the alternatives that include a new river crossing. One commenter requested that adequate bicycle lanes be provided. All the build alternatives include four-foot striped bicycle lanes located within the roadway shoulder (shoulder width is eight feet for four-lane roadway and ten feet for six-lane roadway).</p>
Comments Regarding Round-about on 11400 South	
	<p>Comment:</p> <ul style="list-style-type: none"> I am very much in favor of Alternative 4. I have seen Plans for the shopping center at Bangerter Highway on the East side between 11400 S. and 11800 S. These plans

	<p>showed a roundabout at about 3800 W. and 11400 S. This would cause a huge bottle neck at that point and would make the commute for those living west of Bangerter Highway much more difficult. I am looking forward to this shopping center but am opposed to the roundabout. (Taylor Schott)</p> <ul style="list-style-type: none"> I am very much in favor of Alternative 4 and hope that that goes through. And I've seen plans for a shopping center put in at 114th -- 118th South just east of Bangerter, and I'm very much for that, too. But the plans I've seen show a roundabout at about 3800 West and 114th South, and I want -- I want to just express my opposition to that roundabout. I think all of this work to increase the flow of traffic through 114th would be kind of counterproductive to put a roundabout in the middle of the street there. (Taylor Schott)
	<p>Response:</p> <p>The roundabout placement at this location is not part of the proposed 11400 South project Build Alternatives. The roundabout has been proposed by South Jordan City to improve capacity of 11400 South with the city's planned business access because placing a signal at this location would not meet minimum spacing requirements with respect to adjacent signals. A traffic study was completed for this roundabout and found it would allow for traffic to flow at a satisfactory level of service. Capacity is based on future volumes at this location in the year 2030.</p>
Comments Regarding Medians	
	<p>Comment:</p> <ul style="list-style-type: none"> Dear Sirs: A right in right out median situation for the church buildings on 114th would not be good. You would have people making a lot of U-turns to get to where they need to go, increasing the possibility for accidents. We just need better access to the buildings than what you are proposing! (Dave Horsley) We are wanting to comment about the use of 11400 S. We are concerned about what 11400 S will become. We feel it should keep a residential feel, a minimum of commercial for only the main intersections. We are strongly opposed to having any concrete mediums that cuts us off from turning into areas along 11400. We are a neighborhood, and we want our neighborhood maintained. Concrete mediums would basically isolate us from the other side of 11400 s. Especially of concern is the churches that we attend. It would make it very hard to access them, in fact make it virtually impossible. We do not want concrete mediums down 11400 So. Please strongly consider not allowing these. It would be important for 11400 S. to stay as residential as possible, without commercial coming in--Leave that to 10600 so and 12600 So. (Doug & Ilean Sullivan) This project absolutely needs to be built and it appears that the best alternative has been selected. My recommendation is that you allow turning lanes for the LDS churches located along 11400 South between Redwood Road and 2700 West. Having right-in and right-out only will create a huge bottleneck on Sundays and be very inconvenient for many people. Since most of the traffic at the churches will be on Sunday, turn lanes will not create a dangerous situation for the balance of the week. (Gary Chandler) Ref: Widening of 11400 So. I know the widening is necessary due to the tremendous growth and especially with the Kenecott Copper "Daybreak" development. My concern is the "raised medians" between Redwood Road and 2700 West. These will create a real traffic hazard with cars being limited to one-way travel. There are (2) LDS Chapels in this location and I can only imagine what a problem this will create. The medians need to be removed and merge lanes installed to prevent this problem. (Jay Beckstead) We sure hope you DO NOT have any medians in the street 114th as we will not be able to get in and out of our driveways and other commercial establishments along the road (Tracy and Janet Wright) I am opposed to any changes to 11400 south that would restrict or limit access to the homes and church that border this street in any direction. A turning lane through out 11400 south would serve this purpose best. Thank you! (Kristin Ormond) I have been supporting Alternative 4 for some time. It is the best alternative. I am glad the City did not want 10600 South to be widened all the way to redwood road. That seems to me to not be justified verses the cost.. However, I do not want any raised medians in 11400 South when it is in the residential areas. The road is suppose to carry traffic but it is also supposed to get people to and from their homes and the driveways and cross streets off of 11400 South are just as important as 11400 south itself. We need access to the residential streets and churches that are adjacent to 11400 South. The center median needs to be a painted and striped turn lane just like 9000 south and 12300 South when it is in the residential areas!!! (David Jenkins) I live on 2747 West 11400 South, in South Jordan. I propose they do not put a raised median on that intersection there which would restrict me from going into my property from either direction where I wouldn't have to make U-turns, either in the intersection or further down the street. And then also if I want to go the other direction I could be able to do so without making U-turns. That's it. (Richard Coles) According to the latest plans for 114th South, the width of the road has been decreased by one foot on each side in order to impact as few individuals as possible. A concrete median will also be built down the center of the road. Per UDOT the median is for safety purposes. The consequence of these two changes is that individuals who need to get across the median will need to travel in the opposite direction of their destination then complete a U-turn in order to continue to that destination. For local activities in the neighborhoods, this will cause a lot of disruption (especially for those who attend a church across the street from their neighborhood. This will cause more slow moving traffic on the road than what was intended as everyone makes their U-turns).

	<p>UDOT has advised me they will also need additional land to accommodate the U-turn movement of larger vehicles (Large vehicles need additional area because they have a larger turning radius). Without this increased area, these vehicles would have to complete a 3-point turn which would impede the flow of traffic. Per UDOT this is a standard design they require on all U-turn lanes as a safety feature. However, building these U-turn merge lanes will result in additional costs for the project in added acquisition of property and the associated building costs of the road.</p> <p>My proposal is to remove the concrete barricades in the middle of the road and use striping as is done on 90th, 106th, 126th and many other roads in the Valley where the properties are residential. If these medians were removed from the plan, UDOT would save the material, labor and additional acquisition costs for the road. According to newspaper articles, UDOT is short of funds and asking for a tax increase for these projects. We need to trim as much of these funds as we can by removing the additional costs for the medians and resultant U-turn merge lanes. This would make the taxpayer's happy as well as the residents who live along 114th South. Also it appears that having the medians and all these U-turns taking place does not increase safety on the road. Is 90th South more unsafe than other streets that have medians? Have there been any studies that show medians are safer on these types of roads? If the medians cannot be removed, as any consideration been given to making this U-turn merge lane on 2200 West and 11400 South which has plenty of room and would not have to be located on private residential property? This is half way between 2700 South and 1700 South. It seems this would be a natural place to place the U-turn lane. (Sandra Gallegos)</p> <ul style="list-style-type: none"> Concerning widening 11400 S. to four lanes plus a center turn lane or median. PLEASE CHOOSE A CENTER TURN LANE. A raised median as shown in Alternative 4 Details, figure 2-19b (from Bangerter to 2200 W.) severely limits the ability to turn both directions entering or leaving two churches and many homes. Such limited access would cause back tracking, congestion and increased travel time for those living on 11400 S. or attending church there. 11400 S. west of Bangerter has a center turn lane, not a raised median, let it continue like that to State Street. The traffic on 90th S. flows fine without a raised median let 11400 S. do the same. (Susan Egbert) The plan for 11400 South, between Redwood Road and 2700 West, appears to be fundamentally flawed, if concrete islands are placed anywhere on the road. This would require all residents to only be able to access their property from only one direction. If these "island" separators, or turn lanes were installed, those who wished to enter the parking lots of either of the two large churches located at 11400 South would be required to enter only traveling east (for the south side church), or traveling west (for the north side church). This is awkward, inconvenient, and unacceptable. We have had island separators on Canterwood Dr. which had to be removed because of those same problems. (Homer Page)
	<p>Response:</p> <p>UDOT installs medians on principal and minor urban arterials to improve safety. Studies have shown that raised medians prevent crashes caused by crossover traffic, reduce headlight glare, and provide pedestrian protection. Raised medians have been associated with less right angle, sideswipe, head on, and rear end collisions. Raised medians also allow pedestrians to cross the road in two segments rather than one, giving them less distance to travel before reaching a safe zone. For these reasons, raised medians will continue to be shown on all corridors. However, in response to comments received, median openings have been included in the FEIS for the two churches located along 11400 South at approximately 2000 West and 2400 West. As shown in the alternatives figures at the end of section 2, the DEIS represents the most extensive median placement that may occur. During final design, additional median openings may be included. Median placement would be coordinated with the local city planning and engineering departments during final design to determine appropriate access points so as to not inhibit future development and to reduce impacts to existing businesses and residences. However, as additional median openings may affect safety and traffic operations, the UDOT guidelines for mid-block openings will be followed. These guidelines establish minimum lengths between mid-block openings for major and minor arterials in current and projected urban areas.</p>
Comments Regarding Improvements on 10600 South	
	<p>Comments:</p> <ul style="list-style-type: none"> I feel that Alt 4 is probably the best but I would like to see it be 6 lane to start or I'm sure it will need to be expand before very many years anyway. It will be cheaper in the long run. One thing that needs to be address now is intersection at Redwood rd and 104 – the way it is now is a real bottleneck (Archie Cox) I looked at all 3 maps on the internet they all look the same. I live in Sandy at 11821. and Wasatch and my business is in Draper. I previously lived at 11400 So. 700 W. I felt like 11400th needed to be widened 10 yrs. ago. So I'm all for it. The interchange if is really needed would be ok but it impacts all the homes east and west who would be trying to get onto 11400 So. to get to work it dumps to much traffic onto these roads. However I would rather see that w/o doing anything to 10600 So. We have been living with construction since before the Olympics, where I live will be torn up with a major waterline this Spring and Summer. It has become so inconvenient to get anywhere in the So. part of the valley and businesses have really been hurt. I believe do the least amount of construction. The major objective was to widen 11400th that should be the focus not retear up 10600 So. it would affect all those people on that street but tearing up 3 different areas would be worse. Theoretically on paper it looks great to adjust 10600 so. and considering everyone's needs is important. The least amount of construction and focusing on 11400th are the key which would affect the least amount of people. I think most of us are at the end of patience with construction. This is a case of over thinking which having to do this study has created. Thank you for considering my point of view. (Julie Fellows) I will not be able to attend the final TIE meeting (I will be out of town). If you can send me any materials via e-mail that would be greatly appreciated. I appreciated the opportunity to be part of the TIE. It was very informative. With regard to Alternative 4: I recognize that South Jordan City does not want to see 106th expanded to six lanes. I think

	that the studies ought to be redone to show the negative impact of sticking with 4 lanes. I also hope that we can do six lanes at least to Mulligans, or even to the top of the ridge, near Quizno's. With the existing four-lane configuration, the traffic coming from Sandy has to do a tricky merge prior to Jordan Gateway. The traffic exiting southbound 1-15 at 106th often has to wait at the off ramp (holding up traffic) to allow a center lane to clear. If you exit and merge into the right lane then you are forced to turn right onto Jordan Gateway. A lot of traffic does this, and then makes a U-turn on Jordan Gateway to get pointed back in the right direction. A six lane section would clear-up these problems, and there might be adequate roadway right now, if things were just painted differently. Please keep in touch as the project moves forward. Yours truly, (Kimball Rasmussen)
	<p>Response:</p> <p>Alternative 4 includes widening 10600 South to six lanes from Jordan Gateway to River Front Parkway. In the design year 2030, if 10600 South was widened to six lanes from Jordan Gateway to Redwood Road, it would improve the Redwood Road intersection to an acceptable level of service (from LOS E to LOS D) and slightly improve the 1300 West intersection (LOS F to LOS E), but this intersection would still be failing. However, South Jordan City is opposed to widening past River Front Parkway. Alternative 4 also includes proposed improvements to the 10600 South/I-15 Interchange where the southbound to westbound right-turns will have a choice of waiting through a protected traffic signal to access the left-turn lanes for southbound Jordan Gateway or use a free-flow turn lane to travel westbound on 10600 South or to access Jordan Gateway northbound. The additional signalized turn-lane will eliminate much of the weaving conflicts that exist today. Also, widening to River Front Parkway rather than to Redwood Road would result in three less impacts to historic resources, two less business relocations, and five less home relocations. As there are no other critical intersections past Redwood Road that would be failing in 2030, widening 10600/10400 South to six lanes past Redwood Road to Bangerter Highway was not considered necessary as part of this alternative.</p>
Comments Regarding Access Issues at 445 West	
	<p>Comments:</p> <ul style="list-style-type: none"> • Quick Response Semi-four on 445 W (like Sterling Village Light) make sure when widening 11400th - when interchange is put in, to widen road all the way to the Jordan Gateway (west bound from Freeway (make sure to widen small bridge over canal) (Gary Williams) • 1.Please install a Quick response Semaphase at the intersection of the new 11400 So and 445 West to facilitate traffic exiting 445 West to left turn (East Bound) on 11400 So. A set up exactly like the one on Jordan Gateway serving the Sterling Village apartment complex. 2.Please construct the new Bridge over the city canal at the same time the new inter-change is being done, to shorten the down-time of 11400 So. 3.We are very much in favor of extending 11400 So. West across the Jordan River (Marvin Miller) • We need a light similar to that at the Sterling (quick response) Village Apts. to allow us access to 11400 So. without danger of accidents. There are 32 drivers – some teenagers – trying to exit from 445 West at any hour of the day. Without safe access the accidents will be many. When the 11400 So. freeway is being renovated it should also include the widening of the bridge over the canal. Then the 11400 So. road can be closed from Jordan Gateway east to State at only one time. We are in favor of proposition 4 to connect 11400 So – with 1300 West through the river bottom. (Nancy Miller) • I live on 445 West and would like to recommend installing a merge lane rather than a raised median on 11400 South eastbound from the 445 West intersection. This would allow those of us who need to turn left from 445 West to 11400 South eastbound time and space to merge into traffic. (Roy Gunnell) • In Alternative 4, 445 West does not appear to have adequate line of site to safely enter and exit 11400 S. With the speed of the traffic and the grades (railroad) safely entering 11400 S will not be possible. (Rex McMillan)
	<p>Response:</p> <p>Under the preferred alternative, estimated traffic volumes at 445 West do not warrant a signal for this intersection at this time. However, a signal at this location would meet the spacing requirements so a light could be considered at this location in the future if traffic volumes and turning delays increase to the point it is warranted.</p> <p>To address the safety comments received on this issue, an analysis of the traffic operations at 445 West and 11400 South was completed. The analysis looked at adding a safe harbor lane for traffic turning left off 445 West onto 11400 South. The harbor lane would provide a left turning movement that separates through traffic conflicts on 11400 South into two stages. The left turn yields to traffic approaching from the left, turns into the harbor lane, then merges with traffic approaching from the right. The analysis showed that the harbor lane would improve the level of service from LOS E to LOS C during afternoon peak traffic conditions. Based on the analysis, the harbor lane has been added to the design for 11400 South roadway improvements in the FEIS.</p>

Comments Regarding Construction Timing of Preferred Alternative	
Comments:	<ul style="list-style-type: none"> • If 11400 So. does get funding – it is imperative that the ENTIRE project be done at the same time --- preferably with the River crossing completed before the Interchange opens. The 12300 So. project was very well done and should be a model for the 11400 So project. I also highly recommend that a citizen group be formed for the 11400 So. project to grant the bonus funds as has been done for 12300 So. The 12300 So. committee has worked with the project people and have good impact on citizen concerns, suggestions, etc. I appreciate the great work the 11400 So. EIS team has done. They have been open to suggestions and questions by the TIE committee and the communities – (Judy Player) • I appreciate the consideration of UDOT and URS with my questions. They did a good job. I do not think 114 rebuild will help the west side as much as projected. If the road is rebuild, it all must be done. Building by stages will be a disaster to the community. (Kent Player) • Please do not put in a freeway exit unless 11400 is already across the river and the road is widened to handle the traffic. (Kathy and Robert Damjanovich)
Response:	<p>The traffic analysis conducted for the preferred alternative shows that, if the interchange is constructed first, then the river crossing would need to be constructed by 2012 in order to provide acceptable mobility within the study area. Without the river crossing, traffic would increase on Jordan Gateway/Lone Peak Parkway and along 700 West as commuters make their way to 10600 South and 12300 South to travel west from the freeway. Residents living along these corridors would be affected by the increased traffic levels if the river crossing was not constructed by 2012. The WFRC 2030 Long Range Plan is a financially constrained plan. This means that it contains only those highway and transit facility improvement projects that can be funded through 2030. The implementation of the 2030 LRP was divided into three separate phases to coincide with anticipated financing and revenue streams. Phase 1 projects are planned for 2004-2012, Phase 2 projects for 2013-2022, and Phase 3 projects for 2023-2030. Both the I-15 interchange and the 11400 South river crossing (from I-15 to Redwood Road) components of Alternative 4 are included under Phase 1 of the LRP, and are scheduled to be completed by 2012</p> <p>UDOT is committed to continuing the public communication process and community involvement activities that have been a vital part of this project throughout the final design and ultimate construction of the selected alternative. The final project schedule will be developed after the Record of Decision has been signed by FHWA and project funding has been secured.</p>
Comments Opposed to 11400 South Construction – General	
Comments:	<ul style="list-style-type: none"> • No build on 11400 S or 700 W (Richard Gallegos) • 11400 So Already has heavy traffic. I don't think it should be widened and I also would not like to see an off-on Ramp at I-15. Would like to have 700 West dead end half way between 11400 south and 12300 south (Richard Gallegos)
Response:	<p>Based on the comparative analysis of alternatives presented in the EIS, Alternative 4, which includes improvements on 11400 South and a signalized intersection at 11400 South and 700 West, has been recommended as the preferred alternative. It offers the greatest mobility improvements and economic benefits within the entire study area and impacts less than 1/3 acre of jurisdictional wetlands. It results in the least number of home and business relocations and the least number of impacts to Section 4(f) resources (i.e. historic and recreational properties) of all the build alternatives.</p>
Comments Concerned with Wildlife	
Comments:	<ul style="list-style-type: none"> • 3A Alternative has my vote. The wild life that we enjoy at the Jordan River and 11400 would be lost. It saddens me each time I see a dead deer, fox or raccoon. (Dara Hansen) • UDOT should hold a news conference with citizens announcing that it will turn the 11400 So. Interchange into a wildlife preserve. And to solve congestion problems, elevate interchanges on Bangerter Highway and make it a freeway. Put money for the 5600 W. Freeway. Encourage business and development to not develop sacred and precious river bottoms teeming with foxes, deer, plants, ducks, and migratory birds. Teach people that it's more important to preserve wildlife/river bottoms that to build another Walmart. Quality of life is important. Quit making Utah a giant tic tac toe with roads. Our children need to have a riparian environment to observe nature. Save the children! No 11400 So. Interchange!! (Janalee Tobias) • I am 9 years old, and I am worried about the animals habitat in the river bottoms. There are deer, foxes, birds, gofers and fish. What will happen to their homes if this big

	<p>road go thru. There is no land for these animals because, of so much development everywhere. The pollution from the road will kill my animal friends. please don't put this road thru. (Jamee Bonner)</p> <ul style="list-style-type: none"> • We utilize the vacant ground that 114th South goes through, and we feel like it's one of the last remaining natural habitats that's remaining for the public to enjoy, especially the people there in that neighborhood. And we personally enjoy the wildlife, the deer, and the geese and ducks that frequent the naturally occurring spring that is there, not to mention the fact that our horses actually live there. And we just feel it's a tragedy to ruin a natural habitat that the public enjoys. We feel like that the 3-A option is the best option because it preserves that area. (Mark and Dara Hansen) • My suggestion is to not put the -- the interchange through 114th South because most of that area has been pretty much developed. That's critical riparian and riverbottoms environment is sacred to the community. And UDOT, the greatest thing that they could do, if they wanted to do a good service for the State right now, is to hold a news conference and say, you know what, we listened to the citizens and realized that there are crucial areas in communities, and riverbottoms is one of them, so we're going to fix the problems with Bangerter Highway, and that is elevate the interchanges so that you don't have stop signs, and build the west-side freeway and encourage developers to put their development around the Bangerter corridor where there's no sensitive environmental areas. Riverbottoms should be improved at all costs. They're sacred. They -- they heal people. They -- as the area develops and the area becomes more congested, if people have areas that they can go down to and become one with nature, it heals them, it has a positive effect on crime. If people have nature, if they can go and observe and witness and realize there's a higher power and pay reverence to nature, instead of making tic-tac-toes everywhere as Utah grows -- that's what Utah does. It's a bad practice to just lay down criss-crossing tic-tac roads everywhere. They should do -- they should look at more alternatives than the ones that they have presented us here tonight, because if you don't have any areas in your community where you can go to, what kind of quality of life do you have anyway? So what if you can shave five minutes off your driving time? So what? The last thing we need is another Sam's Club, another Wal-Mart. What we need is areas to go in, have peace and tranquility. I'm begging Utah on behalf of many residents throughout the state as one who's been involved with open space issues throughout the years. And people who think outside of the box that understand the importance of nature and the positive benefits that it has on society, that people will come forward and offer their assistance to preserve these precious riverbottoms areas. And we'd ask UDOT to elevate the interchanges on Bangerter, fix the problems with Bangerter so it's not the most dangerous highway, people can have -- we can -- they can traverse Bangerter, becomes like a freeway instead of a highway with stop signs and build out the west corridor. There's nothing out there. It's all weeds and farm ground. There's no cattails, there's no cottonwood trees, there's no foxes, there's no deer, there's no migratory birds out there. If it's all on the river, then that all disappears, if an interchange goes to 114th South. (Jana Lee Tobias)
	<p>Response:</p> <p>As documented in Section 4.10 of the FEIS, all of the build alternatives would result in habitat loss and habitat fragmentation. In theory, the new bridge associated with Alternatives 1, 4, and 7 would contribute to the overall fragmentation of habitats by impeding the movement of wildlife. However, the bridge has been designed to be at least 10 feet high to allow a minimum of 10 feet of natural substrate on each side of the ordinary channel for animals to pass under the structure. This would provide a movement corridor for animals of all sizes. Alternative 4 would have the greatest impact on riparian/urban forest habitat due to the widening of 11400 South near the South Jordan Canal, Willow Creek, and I-15. The majority of the riparian/urban forest habitat impacted by Alternative 4 would be at the I-15/11400 South interchange area. Alternative 4 would also result in more wetland habitat loss than Alternative 3A, but less than Alternatives 1 and 7, although the amount of jurisdictional wetlands impacted would be small, less than 1/3 acre. To address these impacts, mitigation measures identified in the FEIS include: wetlands replacement, a revegetation plan, habitat replacement and/or enhancement within the study area, noxious weed control, providing cover for small animals passing under the bridge, directing bridge lighting downward, avoiding construction during nesting seasons, conducting raptor nest surveys, and conducting special status species surveys. The riverbottom area will continue to be preserved under the various master plans of the study area cities. The 11400 South river crossing would impact a relatively small area of the riverbottom.</p>
Comments Regarding Traffic Study Results/Transportation Need	
	<p>Comments:</p> <ul style="list-style-type: none"> • I don't see the need to increase the size of 11400 S since 10600 S and 12300 S are designed to handle the traffic flow. I am in favor of alternative 3A (Mark Chamberlain) • After considering the information presented on this website and in the documentation, I am not in favor of the widening of 114th to 5 lanes and building a bridge across the Jordan River. While 123rd was under Reconstruction, there may have been a big need for another lane of east/west traffic in that portion of the valley, but now that 106th is widened from state street to Redwood and 123rd is 5 lanes wide from the freeway to redwood, there is no more reason for another 5 lane highway. Drive along 123rd now. It's nice and spacious and traffic flows smoothly. Widening 114th from state to redwood will be a waste of huge amounts of money, it won't be a great improvement to traffic flow, and it will kill some of the more beautiful, serene countryside left in the valley. I am strongly opposed to the widening of 114th and approval for funding to take 114th across the Jordan River. (Mike Pitts) • We have just started to reap the benefits of several years of construction on I-15. Finally there is not as much of a bottle neck on at 10600 South. With the completion on 12300South and 10600/10400 South construction, the east/west traffic is much better. Your traffic studies are flawed because they were done when people were avoiding construction areas. Do not put us through the two years of I-15 bottle necking that would be required to put in a new interchange. The 12300 south completion has resolved much

<p>of the problem. We don't need another interchange so close to the two existing ones. West side traffic problems need to be addressed with North South solutions on the west side not by bring people 60 blocks to the east to get on I-15. There are too many other projects of higher need than to spend 120 Million dollars on this project. (Unknown)</p> <ul style="list-style-type: none"> • With the expansion of 11400 so. we'll be funneling more traffic onto I-15 and within 15 years I-15 will be at a level it was before the Olympics. We need more north/south roads that will take the pressure off the east/west roads. The longer we wait to do this the more costly and more disruptive it will become as areas fill in that are now empty. This money would be better spent focused on north south travel. (Garry Sharp) • It is beyond me how you can say there is a need when the 104th project stops without being completed. Traffic backs up @ Redwood because of the 2 lane road between Bangerter and Redwood. South Jordan approves a building development @ Bangerter and 114th and then looks for a traffic solution. The home owners along the 114th corridor are told it will be a 2 lane roadway w/ tuning lanes and then are blasted with a new study which says "we have a need". Why doesn't udot finish the 104th road way thru to Bangerter, then see what the needs are? Why are the home owners lied to and the developers let off the hook? Did no one really know? I am against any road but am will to live with the 2 lane because that is what I was told and agreed to. The river bottom area is a very sensitive area and the green spaces are far and few between. Leave the traffic on the existing road ways and widen to improve them. You already have your commercial areas, leave the residential areas residential. (Barry McKee) • After reading comments and hearing different suggestions and ideas, one thing is clear to me. The construction projects of 123rd and 106th were obviously poorly thought out and poorly planned. I find it very disturbing that 123rd has just opened and now we hear that it should be extended to 6 lanes. Or change 106th to 6 lanes. It seems that these projects are just ways to keep people employed. We need to have better access but it doesn't need to be every 10 blocks. 123rd and 106th should have been built to help ease the traffic. I feel bad for those who lost their land - both humans and wildlife - in these "expansion projects. And now we find out it wasn't enough. Poor planning on those projects doesn't constitute another project at 114th as a solution. Unfortunately there is no solution that will make everyone happy. There is no win win situation. I just hate to see all of our open space taken up with roads and more commercial space, business offices, etc. (Troy Tait) • At this point in time – ALTERNATIVE 4 is the best – least impact and best price – at LEAST in my view. However – I believe that 114th So – west bound to Redwood Road needs to be completed before any new work is started at 106th So. IE – widen to 6 lanes from I15 (west bound) to Jordan River area. I believe that presently car numbers on 106th So. west-bound are skewed because 123th So. construction (west bound) is still not completed. Many drivers are getting off (west bound) at 106th to get to area south and west of I15 between 106 and 123th So. – so clogs westbound 106th lanes – plus stop light at 4th West (Jordan Gateway) backs up traffic to I15 offramps – widening 106th to 6 lanes west bound will not solve the real traffic jam problem at 106th west bound. Complete 123th So., complete 114th South to Redwood Road and then look at 106th don't start new construction on 106th So until 114th So completed to get real numbers for 106th So traffic – I believe that traffic numbers on 106th So are not valid (skewed) at this time. (Wolfgang Hoffmann) • Alternate 4 puts all of our transportation investment into the interstate by adding another interchange choke point, auxiliary lanes and another river crossing (11400 S). The interchange reduces travel time by less than 2% compared to 2 alternatives (1 and 3A). The rive crossing on 11400 S reduces travel time by less than a half percent when comparing alternate 1 with 3A. I am not in favor of alternate 4; and, of all the alternates, 3A makes a real investment in the secondary highway system and greatly improves traffic circulation/options without destroying the environment and adding further congestion to interstate (commuter) traffic. An investment in the secondary highway must be done now; it will eventually have to be built and it will cost a lot more in the future as the area continues to develop. (Robert Sorcic) • I'm concerned about the preferred Alternative No. 4, for two reasons: First, it seems counter-intuitive to me that adding a third freeway interchange in a three-mile stretch will actually relieve congestion. The increase in friction from on/off traffic within such a short geographic span will simply increase overall volume and frequency of accidents. Second, I'm concerned about the increased traffic on 114 South. An addition of a freeway interchange will necessarily increase traffic on this road, will also increase the potential for business and industrial build-outs along the road, and will degrade the overall quality of life for those of who live in close proximity. I believe that Alternative No. 7 addresses the real needs of the discontinuity of 114 South west of the freeway without the adverse impacts that I'm concerned about. (Lorraine Sanders) • Thanks for letting me comment. I believe that the 114 project does little to help traffic. It seems that the state has a lot of projects that are a lot more in need of our time and money. I think that a road system that can move traffic north and south, will cost more, but would TAKE MAJOR PRESSURE off I-15. I-15 can not take all of the traffic. The recommended projects on 11400 S. leave my family with a very dangerous crossing at 445 W. and 11400 S. If traffic is at all like 10600 S. and 12300 S. I am against all options at this time. Let's. spend the money in areas that really need the improvements. I-15 does not need this exit. We need a way to move the people on the West side of the valley north and south. Thanks for Your time. (Steve McMillan) • The addition of an interchange to I-15 to the minimum distance allowed does not appear to be the best option. 11400 S. interchange appears to put interchanges closer than almost any area in the valley. (Rex McMillan) 	<p>Response:</p> <p>Traffic planners typically use traffic forecasting tools, called traffic "models", to predict future year traffic conditions. Traffic models contain assumptions about future population, employment, housing, and jobs, and are used when preparing Environmental Assessments and Environmental Impact Statements for transportation projects. When federal funding is involved, it is a Federal Highway Administration (FHWA) requirement to use the most current long-range traffic model available to determine future transportation needs.</p>
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	<p>The most current traffic model available for the 11400 South project is the Wasatch Front Regional Council's (WFRC) 2030 model. Therefore, the WFRC 2030 model was used to report on no-action conditions and to develop "build" alternatives for this EIS. The federal government uses long-range planning tools to spend available funds wisely and to construct improvements that will have a long and useful life.</p> <p>The traffic analysis of existing conditions for the 11400 South EIS evaluated what the study area roadway conditions will be after the construction activities to widen 12300/12600 South were complete and after 10400 South has been widened to four lanes as currently proposed. To account for current construction activities in the project area, traffic volumes on 12300/12600 South and 10400 South west of 1300 West came from data sources before construction activities (1999 and 2000, respectively). Other roads that were likely to be affected by construction activities, including the area surrounding 1300 West and 11400 South, were treated in the same manner, using 1999 traffic data as the base for 2003. This data was then factored for population growth to reflect 2003 volumes. To verify the data, traffic counts were recently conducted at the intersection of 1300 West and 11400 South. In addition, in response to several comments received, traffic counts were also collected along 11000 South. As stated on page 1-4 of the DEIS, all traffic measurements and modeling conducted for the EIS accounted for the new 9800 South river crossing.</p> <p>The traffic analysis shows that with the construction activities complete, many intersections and roadway segments within the study area are at or over capacity. Modeling of the future traffic conditions shows that even more intersections and roadway segments will be at saturation by the year 2030, even after all planned roadway and transit projects in the study area have been completed. These planned projects, identified in the WFRC Long-Range plan, include 12300/12600 South, 10400 South, Redwood Road, State Street, I-15, 700 East, Mountain View Corridor, the Draper light rail extension, the Mid-Jordan light rail line, and commuter rail. This indicates a need to develop a transportation solution for the study area <u>in addition to</u> those planned projects. The first item of the purpose and need statement states that mobility within the study area needs to be improved.</p> <p>When the traffic studies for the previous 12300/12600 South and the 10600 South roadway improvement projects were conducted, the analysis assumed that the 11400 South roadway would be widened and completed from State Street to Bangerter Highway as a four travel lane facility. The 11400 South corridor has been on the WFRC Long Range Transportation Plan since 1983. Therefore, if there are no improvements to 11400 South as previously assumed, then 10400/10600 South and/or 12300/12600 South would need to be widened further to address mobility issues within the study area.</p> <p>All the Build Alternatives improve mobility over the No Build Alternative by reducing the number of critical intersections operating at or over capacity in the year 2030. However, only Alternative 4 (which includes an interchange at 11400 South) improves mobility on I-15 over the No Build Alternative. The other Build Alternatives actually would make mobility on I-15 worse than the No Build Alternative. This decreased mobility is because Alternatives 1, 3A, and 7 (without an interchange) all improve capacity on the east-west arterials and allow more traffic to reach I-15, yet they do not increase the opportunity for traffic to get onto or off of I-15 within the study area. Without a new interchange, the additional freeway traffic would need to continue traveling along I-15 to one of the existing interchanges, thereby increasing congestion on the freeway between those interchanges. Alternative 4 (with a new interchange) spreads out the ability to access I-15. In addition, the new interchange provides the southbound on-ramp at 10600 South with an auxiliary lane between 10600 South and 11400 South to reduce the on- and off-ramp conflicts in this area.</p> <p>Based on the traffic analysis conducted for the EIS, for the Build Alternatives that include improvements to 11400 South, the roadway would need to be widened to two travel lanes in each direction in order to meet the project purpose and need for mobility improvements within the study area. South Jordan City preserved the 106 foot roadway corridor along 11400 South between River Front Parkway and Midas Creek for the development of a roadway. A corridor of this size is standard width for a four-lane facility, with a center turn lane or median. Developers knew of the city-planned roadway prior to construction of any homes in that neighborhood.</p> <p>Alternative 4 meets the current AASHTO design and safety standards for freeway interchange spacing.</p>
	<p align="center">Comments Regarding Community Impacts</p>
	<p>Comments:</p> <ul style="list-style-type: none"> • "Draper is one of the few communities where residents can choose between rural or suburban living, while enjoying all the amenities of a big city." This is listed on the Draper website. And it is correct. It is one of the few communities where residents can choose. Unfortunately, under the current rate of growth, this is no longer going to be true. It is really sad to see so much land being taken up by commercial buildings, roads, etc. Just because we can build doesn't mean we should. Yes there is congestion and traffic continues to be a problem, but no matter how many roads we build there will never be enough. For example - 106th and 123rd were changed to fix the problem. And with those projects not yet 100% complete, we are looking at another one. Once 114th is finished what area will be next? 9800 South? Eventually someone is going to have to address the real issues and slow all of the development. We all need to take a little responsibility for the problem and do those things that will help ease congestion. (Unknown) • Alt 4 is recommended for several reasons on the charts. The "economic benefit" doesn't necessarily seem like a benefit to me if it means even more fields are turned into commercial buildings. I view that as a minus not a plus. Alt 4 would seem more appealing if a greater effort is made to preserve and enhance open space, parks, and overall scenery instead of just concentrating on ugly and environmentally unfriendly development. It would be nice to leave areas for parks and river wildlands. (Jason Player) • Our comment is we'd like to preserve the beauty and the quality of life in Draper, and we are against any widening of 114th South. We feel like it would have a negative impact on the neighborhood and the quality of life, and especially on the protected riverbottom areas of the Jordan River. (Matt Carr)

	<p>Response:</p> <p>The southern Salt Lake Valley is one of the fastest growing areas in the state of Utah. According to the Governor's Office of Planning and Budget, total population within the study area cities (Draper, Sandy, South Jordan, and Riverton) is expected to increase by 90 percent in the year 2030 over 2000 population numbers. Maintaining the current quality of life includes objective measures such as a public safety, community economic vitality, and access to employment and income opportunities. It also includes subjective measures such as a community values, levels of satisfaction with community conditions, and attachment to the community. In order for the objective measures and many of the subjective measures to be met, the necessary tax base to support economic development is needed to provide services to city residents. The cities within the study area have identified both mobility improvements and economic development as necessary elements to maintain, protect, and improve the overall quality of life within the study area.</p> <p>When the traffic studies for the previous 12300/12600 South and the 10600 South roadway improvement projects were conducted, the analysis assumed that the 11400 South roadway would be widened and completed from State Street to Bangerter Highway as a four travel lane facility. The 11400 South corridor has been on the WFRC Long Range Transportation Plan since 1983. Therefore, if there are no improvements to 11400 South as previously assumed, then 10400/10600 South and/or 12300/12600 South would need to be widened further to address mobility issues within the study area.</p> <p>The construction of the 11400 South corridor would have adverse impacts to neighborhoods. Some mitigation measures identified in the FEIS to reduce negative on community cohesion include improving pedestrian facilities (such as sidewalks and crosswalks), replacing fencing and/or vegetative screens, providing comparable housing in the instances of relocations, providing noise barriers where warranted, and enforcement of traffic speed limits.</p> <p>The riverbottom area will continue to be preserved under the various master plans of the study area cities. The 11400 South river crossing would impact a relatively small area of the riverbottom.</p>
Comments Regarding Noise Walls/Sound Barriers	
	<p>Comment:</p> <ul style="list-style-type: none"> • We think the new recommended and preferred Alternative 4 is wonderful. The frontage road giving us access makes all the difference. We hope for a sound barrier between 104th and our subdivision. Thank you for thinking of us. (Utanah Drumm) • My new home backs 11400 South. I understand the need to widen the road but PLEASE, PLEASE, PLEASE give our the homes in our Subdivision the same courtesy you gave the homes in Lucas Dell and the Ivory Homes Subdivision and every other new subdivision in our area and FILL IN THE IRON RODS WITH BRICK (Kim Peters) • Please provide the homes in Jordan Farms subdivision that back 11400 South a solid brick wall by filling in the iron fencing with brick. This will cut down on noise pollution, air pollution, and will add much needed safety and privacy to our new homes. We feel this is VITAL to protect our families and to support our future standard of living. Please make the effort to support the homeowners along 11400th South by taking this very important action immediately. (Kim Peters)
	<p>Response:</p> <p>For any proposed UDOT road construction project, UDOT must evaluate if the project will cause traffic noise impacts. A traffic noise impact is defined as occurring when noise levels in residential areas reach or exceed 65 decibels or are increased by ten decibels or more over the existing levels as a result of the project being constructed. A noise analysis was conducted for this EIS to examine existing and year 2030 traffic noise conditions along affected routes resulting from the No Build Alternative and the four Build Alternatives. Based on the analysis, impacted receivers and locations along each affected corridor that qualify for noise abatement were identified. These locations are presented in the FEIS in Section 4.7.1 and summarized in Table 4-13. In accordance with UDOT's Noise Abatement Policy, noise abatement was only considered if a minimum 5 decibel noise reduction could be achieved for the majority of front row receivers impacted and the cost of abatement would not exceed \$25,000 per benefited receiver. Per UDOT's Noise Abatement Policy, noise abatement will only be considered if the combination of 75% of the impacted front row receivers and 67% overall (including front row receivers) of the impacted residents/land owners who receive a minimum 5 decibel reduction vote, through balloting, in favor of the abatement. This balloting will occur for the preferred alternative after the FEIS is available for public review and comment.</p>
Comments Regarding Utilities	
	<p>Comment:</p> <ul style="list-style-type: none"> • Much of the 11400 S corridor is flanked by utility lines. With the disruption of roadwork, this is an ideal time to bury the utility lines under the roadway. This would help beautify and enhance the property values along the road. (Brett Barton) • I'm not happy about the whole thing but just once it's going to go thru. I'm asking when the const starts if the power pole can be moved so it won't be in my front yard. (Farrell Larsen)

	<p>Response:</p> <p>Burying overhead utility lines along the project corridor would only be implemented if the cities were willing to pay the cost differential between relocating the utilities aboveground and burying them. Utility line burial and associated aboveground equipment placement would typically occur within the park strip. UDOT will work with the cities during final design to incorporate the utility burial if requested.</p> <p>Power poles required to be replaced for roadway construction would typically be relocated within the park strip.</p>
Comments Regarding Drainage	
	<p>Comment:</p> <ul style="list-style-type: none"> In my opinion the proposed detention pond on 11400 S. a block west of 2700 S. is totally unnecessary. South Jordan has two canals west of and Midas creek south of that spot. When they are kept free of debris they provide adequate flood control. If there was more water than they could handle one little detention pond would not make enough difference to justify its cost. (Susan Egbert) I'm concerned that our irrigation ditch will be used as a storm drain. Draper is already draining Albertson's parking lot in to it. This is totally wrong. No city should ever contaminate a ditch like they have this one. I want to bring this to your attention to avoid more contamination from being drained on us. This is the water that we irrigate our ground with. Draper said this would be temporary several years ago when Albertsons was built and it is still to this day draining into our irrigation water. Thank you. (Steve McMillan)
	<p>Response:</p> <p>Midas Creek has been identified as the primary flood control facility in the 11400 South/Redwood Road area and is managed by Salt Lake County Flood Control. The irrigation canals do not fall under the jurisdiction of South Jordan or Salt Lake County Flood Control and are not considered an ideal outfall location when compared to Midas Creek. In addition, any outfall into the canals would also require detention. The pond located near 2700 West is part of a proposed 11400 South storm drain system which extends from Bangerter Highway to 1300 West. The primary function of the pond located near 2700 West and 11400 South is to reduce the peak flows in the proposed storm drain system, which eventually outlets into another proposed detention pond located near 1300 West and 11500 South which is released into Midas Creek. The pond near 2700 West will reduce the peak flow being captured in storm drain pipes and in the pond located at 1300 West. The cost of the pond is justified by savings recognized in the reduced storm drain pipe sizes between 2700 West and 1300 West and a smaller required pond at 1300 West.</p> <p>Under the proposed drainage systems for all of the Build Alternatives, there would be no direct discharge of storm water into the irrigation canals. Any outfalls into the canals would first be routed through detention basins.</p>
Comments Regarding Bike Lanes	
	<p>Comments:</p> <p>The descriptions includes a bike lane as part of the roadway. Bike lanes should be included as much as possible. However, I believe that including the bike lane next to vehicular traffic is dangerous and will discourage the use of bicycles along this corridor. These types of bike lanes fill with gravel which forces bicyclists over into the vehicular traffic anyway. Also the bicyclists are dealing with cars that are turning right. I know that I would not want my children using a lane like this on a very busy street. It only takes one inattentive driver or a little gravel to cause a tragic accident. A solution to this would be to eliminate the bike lanes from the roadway, and to increase the width of the sidewalk on one side of the road an equivalent amount. This would give a wide pathway that could accommodate both foot and bicycle traffic. (Brett Barton)</p>
	<p>Response:</p> <p>Bike lanes have been incorporated into the typical roadway section for all Build Alternatives. The bike lanes would be four-foot striped lanes located within the roadway shoulder. Separate bike lanes were not considered due to the additional right-of-way required that would increase the number of required home and/or business relocations.</p>
Comments from Citizen Rick Taylor	
	<p>Comments:</p> <p>As a whole I am against the development of 11400 South in general. I do not believe another traffic clogging onramp or offramp is needed here. Current and future conditions do not warrant improvement.....UNLESS you create the need by commercial & retail development along the frontage road corridor - specifically west of I15. (Rick Taylor)</p> <p>I do not believe the Need has been correctly established. All of the current traffic studies are diluted with circumstantial increases in volume. The circumstance being that 10600 South and 12300 South streets have been under construction and are currently under construction at this time! This leaves travelers looking for alternative routes - such as 11400 South, even though it is not a East West corridor West of 700 West.</p> <p>I have in the past gone on record and will go on record again to state that the true "Purpose" of this project is an opportunistic financial agenda for certain retail businesses as well as other politicians with real estate and similar interests. The Cities must also think the tax base should be lucrative, although I see Draper city as a big loser in this endeavor. I</p>

	<p>know their residents CERTAINLY are! (Rick Taylor)</p> <p>I am truly disturbed and disappointed that although I was told (along with some 40 other citizens) at a public meeting in South Jordan that UDOT and the Federal Highway Administration was supposed to study the alternatives to increase traffic flow and solve traffic congestion problems, not one person at that meeting denied that the real problem solver would be turning Bangerter Highway into a Freeway. I believe it was Joe Krammerer who said "That would be to expensive". It isn't rocket science, if you look at a topographic picture of this valley, the growth and future growth is and will be on the West side. Another North - South thoroughfare is needed, not East - West increases to overload I15, which in my opinion will need overhauling again in 3 - 5 years at the rate & fashion that we keep dumping traffic on it. I think mass transit HAS to become a bigger and higher priority. (Rick Taylor)</p> <p>The effects on the environment in this area are blatant and undeniable. I believe our government representatives have done the minimum required "doting of the i's and crossing of the t's" I keep hearing "These are acceptable impacts." Acceptable to who? Perhaps someone in Sandy, where the lifestyle of urban living will only get better with yet another freeway offramp. We have a very unique - rural atmosphere in this neighborhood! These studies are not intended to try to preserve or lessen impacts to my way of life in the environment I currently enjoy. They are merely designed to meet the legal criteria to enable a financial agenda. Where are the considerations of my right to own and enjoy large animals - Horses to be specific. I have asked for more consideration and guarantees of safeguarding my horse owning & riding rights, yet I have heard & seen NOTHING!!! (Rick Taylor)</p> <p>While I am adamant about preserving my rights to own ride & enjoy horses, I also am deeply concerned for the native wildlife in this area. Does the Army Core of Engineers realize there are already crossings of these waterways less than one mile away - in either direction? Is it acceptable to squander yet another unique park along the Jordan River, or Crescent Creek? I don't think so. Even if the project is approved, I want to see physical and topographical changes to the land limited. Noise pollution adequately considered and prevented. Air quality at least monitored and somehow controlled, it is a certainty that Air pollution will increase. I want my water rights in Crescent Irrigation co. considered, protected and guaranteed. I would like to meet the fool who has the nerve to say that ground water will show no impact. If the many ducks and geese in this area were of any concern to the people pulling the strings on this project, I'm sure other alternatives would become more valid. (Rick Taylor)</p>
	<p>Response:</p> <p>The traffic analysis of existing conditions for the 11400 South EIS evaluated what the study area roadway conditions will be after the construction activities to widen 12300/12600 South were complete and after 10400 South has been widened to four lanes as currently proposed. To account for current construction activities in the project area, traffic volumes on 12300/12600 South and 10400 South west of 1300 West came from data sources before construction activities (1999 and 2000, respectively). Other roads that were likely to be affected by construction activities, including the area surrounding 1300 West and 11400 South, were treated in the same manner, using 1999 traffic data as the base for 2003. Then, this data was factored for population growth to reflect 2003 volumes. To verify the data, traffic counts were recently conducted at the intersection of 1300 West and 11400 South. In addition, in response to several comments received, traffic counts were also collected along 11000 South. All traffic measurements and modeling conducted for the EIS accounted for the new 9800 South river crossing.</p> <p>The traffic analysis shows that with the construction activities complete, many intersections and roadway segments within the study area are at or over capacity. Modeling of the future traffic conditions shows that even more intersections and roadway segments will be at saturation by the year 2030, even after all planned roadway and transit projects in the study area have been completed. These planned projects, identified in the WFRC Long-Range plan, include 12300/12600 South, 10400 South, Redwood Road, State Street, I-15, 700 East, Mountain View Corridor, the Draper light rail extension, the Mid-Jordan light rail line, and commuter rail. This indicates a need to develop a transportation solution for the study area <u>in addition to</u> those planned projects.</p> <p>Turning Bangerter Highway into a freeway would improve traffic conditions within the study area as represented in the DEIS under Alternative 3B (which also includes making the Mountain View Corridor a 10 lane facility rather than the planned 6 lane facility). Alternative 3B was not eliminated for cost, although the high cost is an important consideration. Alternative 3B was eliminated because of the excessive relocations. It is estimated that there would be over 500 residential and business relocations required to widen Bangerter Highway to a six-lane freeway facility. It is likely that many of the relocations would impact eligible historic properties, resulting in significant Section 4(f) impacts as well. Many mass transit activities are included in the No Build Alternative as well as all the project Build Alternatives. These include light rail (Draper extension, Mid-Jordan Line, and West Valley Line), Commuter Rail, and Bus Rapid Transit.</p> <p>The southern Salt Lake Valley is one of the fastest growing areas in the state of Utah. According to the Governor's Office of Planning and Budget, total population within the study area cities is expected to increase by 90 percent in the year 2030 over 2000 population numbers. Draper, Riverton, Sandy, and South Jordan are actively seeking new commercial and retail expansion to provide the tax base necessary to continue providing public services and quality of life enhancements to their growing residential population. As stated in the DEIS, the purpose of this project is to maintain, protect, and improve the quality of life within the study area by improving mobility and providing transportation infrastructure to support economic development within the study area through the year 2030.</p> <p>Regarding this particular property owner, the proposed action would not take any of their right-of-way, and would therefore not be expected to affect their horse-owning rights, which Draper City bases on property size. While riding horses along 11400 South may be more difficult, the alternatives that include a new river crossing also provide new pedestrian/equestrian access to the Jordan River Parkway trails.</p> <p>As documented in Section 4.10 of the FEIS, all of the build alternatives would result in habitat loss and habitat fragmentation. Alternative 4 would have the greatest impact on</p>

	<p>riparian/urban forest habitat due to the widening of 11400 South near the South Jordan Canal, Willow Creek, and I-15. The majority of the riparian/urban forest habitat impacted by Alternative 4 would be at the I-15/11400 South interchange area. Alternative 4 would also result in more wetland habitat loss than Alternative 3A, but less than Alternatives 1 and 7, although the amount of jurisdictional wetlands impacted would be small, less than 1/3 acre. To address these impacts, mitigation measures identified in the FEIS include: wetlands replacement, a revegetation plan, habitat replacement and/or enhancement within the study area, noxious weed control, providing cover for small animals passing under the bridge, directing bridge lighting downward, avoiding construction during nesting seasons, conducting raptor nest surveys, and conducting special status species surveys.</p> <p>The noise study conducted for this EIS (included in Appendix H of the DEIS) identifies the noise impacts of each alternative and proposed mitigation measures. The air quality study (included in Appendix G of the DEIS) shows that for all the Build Alternatives air quality would improve slightly over the No Build Alternative because of the reduced congestion. There may be additional fugitive dust caused by construction activities related to both the project as well as to indirect development, but these would be short term and implementation of appropriate dust control procedures would be required.</p> <p>When UDOT's road construction activities impact an irrigation system, they work with the irrigation company to redesign the system as necessary to ensure that customers would still have access to their irrigation water. Measures may include piping or lining canals so water can still be diverted and used. In some instances, where there may only be one or two impacted downstream users, UDOT may negotiate with the affected users to purchase their water rights.</p>
	<p>Comments from Citizen Kimball Rasmussen</p>
	<p>For the record, I am a member of what was called the T.I.E. group, which stands for Transportation ID Exchange group. It was formed by UDOT approximately one year ago with the intent of gathering interested individuals that have some knowledge and input regarding the 114th South process, wherein they might be able to provide feedback, ideas, exchange ideas, and help UDOT in the process of making the best possible decision. As such, as a member of that group it gave me the opportunity to have in-depth knowledge and understanding of the studies, the comments leading up to those studies, the UDOT approach, their intent, and all of the parameters that would give rise to the final decision. I found it a frustrating experience. I have expressed my concerns to UDOT on numerous occasions and they have largely ignored and rejected the input. So for the record, I would like to express some of the things I have been concerned about.</p> <p>I think my first and largest concern is related to the geography of the property between 1300 West and Chapel View Drive. And, for the record, 1300 West is a road that is on what's called the Ridge, and Chapel View Drive is a road just east of 1300 West, which is at the bottom of the Ridge. So the proposed 114th extension, which currently terminates at 1300 West, would have to proceed eastbound down the Ridge and then cross Chapel View Drive, that would be the first crossing below the Ridge area. The other major roads that perform this feat are 9800 South, 104th South, and 123rd South. And it should be noted that each one of these roads traverses southbound, as they go down the hill they also go along the hill, so 9800 South becomes 100 South. In other words, it goes two blocks south to make the drop. 104th South becomes 106th South, 123rd South becomes 126th South. So in each case we have at least a two to three block southbound drop before it actually gets to the river bottom area. The reason that this is important is the fact that a road designed to UDOT standards cannot be a road that has more than a six-percent slope. And each of these other roads in order to hold back to just the six percent level have to actually go sideways down the hill as they go down the hill, and that's how they accomplish the six-percent grade. In the case of 114th South nobody in the preliminary stage took the effort to establish the neighborhood area such that they could eventually go from 114th South to, let's say, 116th South and accomplish the same gentle slope. In other words, the slope that they have to work with currently is a 20-percent slope. So given that they have a 20-percent slope, there is only one way that you can tame a 20-percent slope, and that is to either build the slope up at the bottom so that it doesn't come off the hill so quickly, or cut into the hill at the top; or a combination of the two. Because of the extreme 20-percent slope, UDOT finds itself in a position where it has to do the maximum cuts at the top and the maximum fills at the bottom. Besides the fact that that leaves a very unsightly challenging road and expensive design, it also heavily impacts the aesthetics of what right now is a very lovely neighborhood. In addition to that, the developers were never held accountable by South Jordan City as they developed the new homes in the area over the last six years. Literally all of the housing in this neighborhood is less than approximately six years old, the neighborhood has been the host of the Parade of Homes in five of the last six years, and we have homes on the north side of 114th South that are physically in elevation with what the prevailing grade is, about 50 feet above the level of the homes in the south side of 114th South, both being at the same east/west latitude. So as they build the road they will find themselves making tremendous cuts so that the home on the north side has to look way down the hill on the road, and the home on the south side gets to look up at the very large sound wall that might be as high as 25 or 30 feet above the grade of their backyard. Not only that, but they're going to have to put in some berming so that the whole thing doesn't cave in on the neighbors, and that will cut into the backyards and significantly diminish the value of the neighborhood. And I have -- I have photographs that have been furnished to UDOT. We held a neighborhood meeting with UDOT. And, in fact, a photograph of our neighborhood meeting was actually put into the official document that was used as a mailer to announce this meeting. And the discussion in the document would lead one to believe that it was a group of happy neighbors that were all in favor of the project, when in reality 90 percent of the people in that meeting were very much opposed to the project. At that meeting we handed out several pictures -- and I will show those to the court reporter, he can be my witness for what I'm showing.</p> <p>First of all, this is a home located on Chapel View Circle (indicating), the back of the property is bordering on 114th South, it is the third home in the cul-de-sac from Chapel View Drive, and it's a rambler construction. In the photograph there is a tall measuring stick, and the measuring stick is being held upright by the UDOT engineer, who is present at this meeting tonight. I can point him out to you, he's right behind me (indicating). If you would like to make a note of that, that we are talking about the same individual. And I think you can see a clearer shot. That's the same guy we're talking about. He is holding a stick that is showing the ultimate grade of 114th South including an eight-foot sound wall. And, for the record, at this particular home the stick is approximately six feet taller than the gable or ridge line of the home, and from the prevailing grade it would appear to be at least 24 feet in height.</p>

	<p>I have another photograph taken on -- The house just mentioned was on the south side of the street. I have another photograph taken from the north side of the street, the house on the north side of the street. And it's not entirely clear what the height of the road is compared to the house, because the house is actually built below grade. And looking at the photograph, it suggests that the prevailing grade is close to the floor level of the second story of the home, but the measuring stick is several feet above the top of the ridge line of a two-story home. And this is the kind of sound wall that UDOT is proposing that an upscale home would have in their backyard.</p> <p>The third photograph that I have shows a home located on the corner of Chapel View Drive and 114th South. The home is on the northeast corner; or in other words, the east of the -- the east side of the backyard faces 114th. And the -- Excuse me. I said that wrong. The south side of the home faces 114th, and the east side of the home faces Chapel View Drive. And you will note the same UDOT engineer is holding the measuring stick. The stick is being placed on each one of these cases as surveyed measuring points that UDOT cut on the survey to find out exactly where the road would need to go. And it would appear the height of the engineer holding the stick is approximately one third the height of the total stick. So the stick is between 18 and 20 feet from grade, of which eight feet is sound wall, so approximately 10 to 12 feet would be the level of the roadway. Well, that's the level of the roadway at the point where Chapel View crosses 114th South, which means that Chapel View would have to become a dead-end drive because it physically can't cross a road that's currently above its elevation. I find it unconscionable that UDOT would continue to proceed on a project where we are going to have such tremendous sound walls as high as 25 to 30 feet through a neighborhood of upscale nice residential homes.</p> <p>Second point. UDOT has always represented to South Jordan that 114th South would be a secondary road when compared to 106th South and 123rd South. However, the progress of that project would suggest just the opposite, that 114th South indeed is going to be a limited access road where you can only access the road from actual intersections, whereas 106th and 123rd both have commercial activity that allows access freely at any one of the commercial extensions. As such, under the circumstances limiting the access road will actually give the possibility of higher speed limits than what we now find at 106th South. When this happens you will actually see more traffic on 114th than what you would usually see, or in the future would see on 106th South. I would suggest the speed limit would be at least 45 miles per hour, whereas in South Jordan, I believe, the speed limit would be only 35 miles per hour. So we will have a 45 miles per hour express road with four lanes of traffic through a residential area. There is nothing else like that in the valley.</p> <p>Third point. The area in the river bottoms is populated with approximately 120 homes. In those 120 homes there are 200 children below age 12, of which 50 are below age three. A brand new elementary school has been built in the neighborhood, Chapel View Drive is currently a bus stop for this elementary school. We have tremendous concerns for the safety of so many small children and very young families that are still continuing to have children. So for many years in the future this would be a very young neighborhood populated by a lot of small children. At this point in time we have not had adequate assurances or design suggestions that will accommodate the safety of these many children.</p> <p>Finally, in the course of our many discussions with UDOT, there were other alternatives that were discussed, some were even better performing than 114th South, but rejected for cost reasons. One of the studies that I asked UDOT to produce, that they never did produce, was a study that showed the current status of failed intersections in the quote-unquote study area. For reasons that I can't explain, UDOT refused to ever discuss the current situation and they would only discuss the expected situation in the year 2030. My concern is if we do not currently have a problem, why are we currently impacting a neighborhood for something that might be a problem in the year 2030.</p> <p>Finally, I have visited with the City of South Jordan at some length, and they produced a proposed arterial road plan. The arterial shows a very benign roadway with tree-lined sidewalks, 18-foot boarder areas, tree-lined medians, decorative street lamps, all of which would roughly comport with the existing design that is found on the riverfront parkway. If such a design were indeed possible the road might be acceptable. However, given the extreme terrain that was discussed earlier, the fact that the road would be on a 20-percent grade, that that grade needs to be tamed down to six percent or less, and that the neighbors on the north side of the road are at a significantly different elevation than the neighbors on the south side of the road, the design contemplated by the City of South Jordan is physically impossible. The road that will get built is one that will have, as I mentioned, very tall retaining walls, significant berming, one new home in the neighborhood will have it's garage removed because there won't be adequate ground for the garage to stay in place. That particular home was built only this last summer. I question why the City of South Jordan would continue to permit homes in such a fashion knowing that this road was a desired feature of the City of South Jordan and their obviously expressed desire to see it get built. Why would they allow a permit that would make the road so difficult to build? (Kimball Rasmussen)</p>
	<p>Response:</p> <p>South Jordan City preserved the 106 foot roadway corridor along 11400 South between River Front Parkway and Midas Creek for the development of a roadway. Developers knew of the city-planned roadway prior to construction of any homes in that neighborhood. Now that the residential development is nearly complete along the corridor, the roadway design must accommodate, to the extent possible, the existing topography while relocating the least number of residences. This does require significant cut and fill walls to reduce the slope sufficiently to meet UDOT design standards (ranging from 2 to 25 feet). However, the roadway design includes a 98 foot cross section, while the preserved corridor is 106 feet wide. Therefore, though there may be temporary construction easements required, no additional permanent right-of-way is required in this area, with the possible exception of a potential relocation on Annika Circle to accommodate the steep grade at that location. There would be no need to close any cross streets along 11400 South. Chapel View Drive would not need to become a dead-end drive and 11400 South would not be a limited access road. However, the DEIS states that UDOT would consider making Chapel View Drive a dead end street with a possible pedestrian underpass if it were something the residents in the area wanted to pursue.</p> <p>The proposed 11400 South corridor has a design speed of 45 miles per hour. The posted speed is typically lower than the design speed. UDOT routinely conducts studies to determine what the traffic typically travels on a given roadway and may adjust speed limits accordingly. One possible enforcement measure included in the DEIS for the speed</p>

	<p>limit on this roadway is the permanent installation of a device that measures and displays the speed of passing cars while also displaying the speed limit for the road.</p> <p>As stated on page 4-12 of the DEIS, 1300 West is currently signalized and River Front Parkway would be signalized if 11400 South were constructed. These intersections would include push buttons and pedestrian signals. School age children crossing at these intersections could safely do so by using the signalized crossings. Jordan School District identifies safe walking routes and crossing guard locations for students based on student population demographics and traffic concerns. If the intersection of Marco Polo Lane and 11400 South is maintained as a school route, it would have the appropriate legs marked with a school crosswalk and may also require a reduced-speed school zone with a Jordan School District crossing guard.</p> <p>The traffic analysis of the initial alternatives showed that Alternatives 3B and 5 performed as well as or slightly better than the preferred alternative. However, they were eliminated from further consideration because of the excessive relocations that would be required. They were not eliminated for cost, although the high cost is an important consideration. Under Alternative 3B, it was estimated that there would be over 500 residential and business relocations required to widen Bangerter Highway to a six-lane freeway facility. It is likely that many of the relocations would impact eligible historic properties, resulting in significant Section 4(f) impacts as well. Under Alternative 5, the roadway would go through an established neighborhood resulting in more than 140 home relocations.</p> <p>In developing the project purpose and need, UDOT evaluated the current (2003) peak hour traffic conditions (that identified currently failing intersections) as well as the 2030 peak hour traffic conditions for the project study area. This information was presented at the project open houses and to the TIE, and is included in the DEIS. The Federal Highway Administration (FHWA) requires that UDOT develop proposed transportation solutions based on the long-range traffic model. The WFRC 2030 model is the most current long-range traffic model available for the 11400 South project. Roadway and intersection capacity issues happen gradually, over time, and would not arrive suddenly at a given point in time between now and 2030. The long-range planning approach is a proactive approach to identifying problems, generating solutions, and implementing a preferred solution to meet year 2030 needs.</p> <p>During final design of the selected alternative, UDOT would coordinate with the affected study area cities regarding roadway aesthetics.</p>
	<p style="text-align: center;">Comments from Citizen Matt Arnett</p> <p>Comments:</p> <p>I wanted to hold my feedback until I had the opportunity to review the DEIS from cover to cover, which I have finally had the opportunity to do. I would like to share this abbreviated feedback with the hopes that it may assist with the success of the project. Please note that I have spent many years, time, and money reviewing and making sure that this project is handled appropriately, and should additional information be desired, please let me know at your convenience. First, I did note quite a few discrepancies throughout the documentation. It all started with the 'Executive Overview' where it stated that UDOT and FHWA were going to take it upon themselves to cease construction until the court hearings were completed. Considering the fact that tools and equipment were being delivered the day before the weekend that the 10th Circuit Court of Appeals put into place an emergency injunction, the facts simply do not reflect this statement. It is my hope that although this and other discrepancies are found throughout the documentation, that this is simply an oversight and not how facts are going to be twisted to 'better' represent the facts. This having been said and moving forward, I have five major concerns with the project. These being safety, community, ecology, communication, and project flow. I will address them one-by-one here:</p> <ol style="list-style-type: none"> 1. Safety. My largest concern is that of safety for all members of our community. In this study iteration I am extremely pleased with the solution provided by UDOT. The frontage road that culminates at a signal at 11400 South and 675 West is an extremely proactive solution. 2. Community. UDOT has reviewed numerous options to help our community retain it's continuity given the scope of the project. I believe that the signal with crosswalks at 675 West and 11400 South is optimal for this build option. Unfortunately we will lose friends who have been neighbors for over a decade for this option when their houses are razed for the project. 3. Ecology. I continue to be suspect of how the accumulated impact has been represented for this and other contiguous projects along the Jordan River wetlands. 4. Communication. While communication with the community for this project is at a high point, I would like to see continued and increased interaction. While many issues have been shared through citizen awareness groups, I believe that many concerned citizens have the mental capability to learn more details about the project. I believe a more formal board with comprehensive tasks and responsibilities would fare well for the success of this project. 5. Project flow. Now that a build option has been established, I would like to see that the previous four points are integral in determining the optimal deployment strategy. When will the interchange be developed in relation to widening of 11400 South, the bridge over the Jordan River, and the frontage road on the north side of 11400 South between 740 West and Brook-n-Lance? What is the timeline with critical paths and milestones? <p>There are many other points that may be addressed, but these are the top five issues in my eyes. While I was a litigant against the previous ill-designed and improperly managed attempt to develop and deploy the 11400 South project, I am now much more pleased with the current approach. Thank you, (Matt Arnett)</p>
	<p>Response:</p> <p>The Executive Summary has been reworded to explain that mobilization for project construction had started prior to the official approval by FHWA to withdraw the Finding of No Significant Impact (FONSI) from the Environmental Assessment completed in 2000 for the 11400 South Interchange.</p>

	<p>The proposed frontage road provides residents in the vicinity north and south of 11400 South a signalized access to their neighborhoods for both pedestrians and vehicles. However, it results in the relocation of four additional homes in that area and associated neighborhood disruption. If this alternative is selected, UDOT will work with the affected residents to provide fair market value for their property and relocation assistance.</p> <p>Section 4.19 of the FEIS includes additional discussion and figures showing the cumulative and indirect impacts to wetlands and other environmental resources from the proposed alternatives and other past, present, and reasonably foreseeable future actions in and around the project study area.</p> <p>UDOT is committed to continuing the public communication process and community involvement activities that have been a vital part of this project throughout the final design and ultimate construction of the selected alternative. The final project schedule for whichever alternative is selected will be developed after the Record of Decision has been signed by FHWA and project funding has been secured.</p>
Comments from Citizen John Evans	
	<p>Comments:</p> <p>I am very concerned about what I consider to be undressed impacts from the proposed 114th South road. Impacts on wildlife of the area are one concern. Approximately 100-200 geese spend some part of the day at the pond just north of 114th at about 550 West. This pond will be completely changed, maybe eliminated, by the plan to fill in the Willow Creek drainage for 114th to cross with a reasonable grade. Besides the geese, which we observe daily in the pond and in the drainage most of the spring and fall timeframe, we also observe large flocks of ducks, pelicans, cormorants, egrets, and blue herons. The blue herons have appear to be a mating pair of herons, and spend many days a month in the drainage, and in the pond north of 114th at about 550 West. Besides these water fowl, we also observe on a daily basis red tailed hawks, which have also formed a mating pair, Kestrels, and other birds of prey. The creek is also used by fox, muskrats and large carp. And we are just casual observers, not dedicated birders! Impacts that concern me and my family greatly are also noise pollution and light pollution from the road. How are these impacts to be mitigated? Already the freeway (I-15) generates a lot of road and car/truck noise, that is constant (unlike the trains, which are noisy but infrequent), and 106th south generates even more noise. In fact, 106 th south is usually noisier than I-15, so I can't image what 114th will sound like if built. A semi-quiet corner of South Jordan will be forever changed for the worse! I have attended the public input meetings over the last year and studied the traffic models. Now that there is a new river crossing at 9800 South, which I don't believe was taken into account with the traffic models, I wonder how those models and their outcome will be changed. To even consider moving forward, I believe the traffic models must be redone. I have many other concerns regarding the proposed 114th. Safety of children, bicyclists, runners and walkers trying to use the 114th corridor, since traffic will be moving much faster than it does now (I have no doubt that the speed limit will be 55 - 65 mph on 114th if built). I am concerned about how the proposed 114th will force the type of housing and commercial development in the area. Away from smaller, more traditional forms, towards "big box" stores and high density housing. What will be the affects on my neighbors and my property values, when a formerly rural area is transformed into ugly suburbia sprawl? Why isn't the southern end of the Bangerter highway being studied for development? Not the whole thing, which would cost a lot, but just the southern end, where all the growth is being pushed in the valley (Sun Crest). Channel the traffic from these developments to I-15 on southeast bound Bangerter, where there isn't the type of older, established neighborhoods that will be destroyed by 114th. (John Evans)</p>
	<p>Response:</p> <p>As documented in Section 4.10 of the FEIS, all of the build alternatives would result in habitat loss and habitat fragmentation. Alternative 4 would have the greatest impact on riparian/urban forest habitat due to the widening of 11400 South near the South Jordan Canal, Willow Creek, and I-15. The majority of the riparian/urban forest habitat impacted by Alternative 4 would be at the I-15/11400 South interchange area. Alternative 4 would also result in more wetland habitat loss than Alternative 3A, but less than Alternatives 1 and 7, although the amount of jurisdictional wetlands impacted would be small, less than 1/3 acre. To address these impacts, mitigation measures identified in the FEIS include: wetlands replacement, a revegetation plan, habitat replacement and/or enhancement within the study area, noxious weed control, providing cover for small animals passing under the bridge, directing bridge lighting downward, avoiding construction during nesting seasons, conducting raptor nest surveys, and conducting special status species surveys.</p> <p>Regarding noise impacts, the noise study conducted for this EIS (included in Appendix H of the DEIS) identifies the noise impacts of each alternative and proposed mitigation measures. Regarding light pollution, bridge lighting would be directed downward so that birds would not become trapped in the beam. Along the rest of the roadway corridor, UDOT would coordinate with the affected cities to develop street lighting plans, such as spacing and types of lights.</p> <p>As stated on page 1-4 of the DEIS, the 9800 South river crossing was accounted for in all traffic measurements and modeling conducted for the 11400 South EIS. Therefore, the traffic analysis does not need to be redone.</p> <p>The proposed 11400 South corridor has a design speed of 45 miles per hour. The posted speed is typically lower than the design speed. UDOT routinely conducts studies to determine what the traffic typically travels on a given roadway and may adjust speed limits accordingly. One possible enforcement measure included in the DEIS for the speed limit on this roadway is the permanent installation of a device that measures and displays the speed of passing cars while also displaying the speed limit for the road.</p> <p>The southern Salt Lake Valley is one of the fastest growing areas in the state of Utah. According to the Governor's Office of Planning and Budget, total population within the study area cities (Draper, Sandy, South Jordan, and Riverton) is expected to increase by 90 percent in the year 2030 over 2000 population numbers. Draper, Riverton, Sandy, and South Jordan are all actively seeking new commercial and retail expansion to provide a tax base to support services for their increasing populations. Whether or not 11400 South is constructed, growth within the study area will continue. Property values are affected by mobility and traffic congestion. Residential property values tend to be driven down by more congested, busier roadways, while property values may increase if a peaceful setting is maintained while improving mobility for residents. Property values may also be</p>

	<p>adversely impacted by new roadway development.</p> <p>Alternatives 3B and 9 in the DEIS both included widening Bangerter Highway and making it a freeway facility. These alternatives were eliminated due to the excessive number of relocations required (estimated at over 500). If improvements were made only to the southern end of Bangerter Highway, capacity improvements within the study area would not be sufficient to meet the project purpose and need. The effectiveness of using Bangerter Highway as a reliever route would require uninterrupted traffic flow for southern Salt Lake Valley residents to travel northbound towards downtown to avoid east-west travel to use I-15. Without freeway conversion improvements for the full length of the facility, the attractiveness to drivers would be significantly diminished.</p>
	<p>Comments from Citizen Michael Match</p>
	<p>Comments:</p> <p>Hello, Regarding the 11400 South Environmental Impact Statement and the soon to come construction, I would like to provide some input as I live in direct proximity to this area and would be among the citizens most directly affected by this work. We purchased our house on Beverlee Ann Drive less than three years ago. Part of the reason was due to the fact that we had excellent access to several major thoroughfares and traffic through the area was minimal. With these proposed changes, I have several concerns. First let me say that I'm not so egocentric as to disregard the needs of the community on the whole. I understand that there is a great deal of congestion in our area and more to come unless action is taken. I would nonetheless like to express, for the sake of local residents, the profound uneasiness at the prospect of more construction and the disruption to our neighborhoods.</p> <p>We have been burdened with a lot of road construction in this area over the past few years. The 12300 South rebuild is only just now approaching completion and the wait has been excruciating. Only a year before that begun, the 10600 South rebuild was being completed. That was two years of agonizing construction. The widening of I-15 has closed down or limited to one lane the underpass at 11400 South off and on for over a year. We are frankly very tired of this construction. We are infuriated by the prospect of having to endure another rebuild on 10600 South or 12300 South when they were just finished! It is preposterously wasteful to rip up a road that you just finished because you failed to anticipate growth. We're on our knees begging that you leave well-enough alone on these.</p> <p>Regarding 11400 South, it makes sense to widen it, extend it to Bangerter Highway, and put in an interchange. But keep in mind that this is a terrible inconvenience to us residents and is sure to disrupt our commuting due to the added traffic through our area. We can see that it would be beneficial to those with long east/west commutes and we're willing to make some sacrifice to help them, but doing that in conjunction with work on 12300 South and 10600 South is too much. Those roads, while maybe not perfect to the need, ought to be good enough for the wait and agony they have put us through to get them finished. We may need to accommodate growth, but we shouldn't have to accommodate such an incredible number of single car drivers, such a gross misallocation of previous rebuild tax dollars, and such a grueling schedule of continuous roadwork (one project right after the other, over and over). This is some of the worst planning imaginable.</p> <p>These projects, impressive as they may be on completion, are not worth the construction time and tax dollars. What good is it to spend two years building a road if you can only drive on it for two years before they start rebuilding it again? Build it right the first time and save us time and money, please. Also, in the few years we've lived on Beverlee Ann Drive it has been invaluable to have the ability to cross I-15 without having to go through an interchange. If you make 11400 South into an interchange, please add methods to cross under the freeway and avoid the interchange traffic simultaneously. I see that this is in one of the alternatives, but it is in conjunction with rebuilding 10600 South and 12300 South. You need to incorporate some of the best features of all the alternatives into one. It may be more expensive, but you get what you pay for. Just look at the past inadequate rebuilds of 10600 South and 12300 South as proof of this.</p> <p>If this construction proceeds, the single most fundamental consideration should be speed. The 12300 South rebuild did not have to take half as long as it did. The 10600 South rebuild did not have to take a quarter of what it did. I'm sure those statements are easily dismissed by planners and engineers that "know what it takes" to get the job done, but I'm telling you that I saw the work on those projects every single day and was constantly dismayed at the inefficiency, inattention to the public, and gluttonous convenience to the contractors I witnessed. Planners need to concentrate all resources into a small area and get things done efficiently while maintaining the rest of the project scope as open. Then, move on to another small area and complete it before moving on. I find it amusing that this project creates the very condition it bemoans. I have experienced far more gridlock over the past several years as a result of road construction than vehicle congestion. There has to be more consideration given to the fact that we are angry. There must be a greater acknowledgement of our suffering (yes, suffering) due to these projects.</p> <p>So, to sum up, I would like to give you my assessment for the rebuild and what should happen:</p> <ol style="list-style-type: none"> 1. You should widen 11400 South from I-15 from 700 East to Bangerter Highway to 3 lanes in each direction. 2. You should create an interchange at 11400 South and I-15. 3. You should leave 10600 South and 12300 South exactly as they are. 4. You should create east/west underpass alternatives between 10600 South and 12300 South that make it so local commuters can avoid crossing I-15 at the interchanges. 5. Widen Lone Peak Parkway to 3 lanes in each direction (quickly). 6. Widen Factory Outlet Drive to 2 lanes in each direction.

	<p>7. Complete all of this work with 6 months (to anybody that says it can't be done, I say baloney, that person is part of the problem).</p> <p>8. Complete one section before moving on to the next and complete each section within a month. Limit the ability of contractors to close anything but what is being immediately worked on. What is being worked on must be worked on intensely and by utilizing all resources to complete the work as quickly as possible.</p> <p>Finally, once the work on this project is complete. There must be a moratorium on any other road construction in the area for at least 5 years (hopefully forever). Therefore, get all your ducks in a row, figure out what needs to be done with utilities and all, and then build it well, because we are not going to continue to give planners a pass. This construction became intolerable a long time ago. We recently had friends in from Los Angeles and they were amazed to see that construction which was on-going during their last visit, was still on-going. They told us how if that was the case in Los Angeles, there would be rioting. You don't need a year to pave a road. You don't even need 6 months, but I feel like you won't listen unless there is some impression of reason on our part. The Salt Lake Valley has become infected with a festering disease called road construction and it has to stop. Please make it stop, we're begging you.</p> <p>I am going to try to find time to attend some open community meetings regarding this, because there is something wrong here and nobody seems to be acknowledging it. But I wanted to send this first to insure my input is in your hands. Please do not dismiss it, please do not marginalize it. We need your help. With disbelief, (Michael Match)</p>
	<p>Response:</p> <p>When the traffic studies for the 12300/12600 South and the 10600 South projects were conducted, the analysis assumed that the 11400 South roadway would be widened and completed from State Street to Bangerter Highway as a four travel lane facility. The 11400 South corridor has been on the Wasatch Front Regional Council's Long Range Transportation Plan since 1983. Because of the lawsuit that was filed against the Finding of No Significant Impact/Environmental Assessment conducted for the 11400 South Interchange, FHWA and UDOT decided they needed to look at a broader range of alternatives for the study area, including several that did not consist of any improvements to 11400 South. If there are no improvements to 11400 South as assumed in the previous projects' analyses, then 10400/10600 South and/or 12300/12600 South would need to be widened to address mobility issues within the study area. The preferred alternative includes widening 11400 South and connecting it across the river, adding a freeway interchange at 11400 South, and widening 10600 South to six lanes from Jordan Gateway to River Front Parkway. Based on the sequencing analysis conducted for this EIS, if the river crossing of 11400 South was constructed first, the construction on 10600 South would not be necessary until the year 2022.</p> <p>The traffic analysis conducted for Alternative 4 shows that widening 11400 South to four travel lanes with a center turn lane or median, adding an interchange at 11400 South, and widening 10600 South to six lanes from Jordan Gateway to River Front Parkway is sufficient to address capacity issues within the study area through the year 2030. The additional improvements recommended in your comment are not considered necessary to meet the project purpose and need and would result in many additional impacts and increased project costs.</p> <p>There are many factors that contribute to the length of time required for a roadway construction project:</p> <ul style="list-style-type: none"> - Many elements of construction need to be installed before the next element can be installed. For instance, the storm drain system is installed in long segments to assure the pipes will flow in the proper direction and there are no unidentified conflicts. - Work needs to be completed during different times of the year. Asphalt needs to be installed between April 15 and October 15 due to temperature requirements. Any irrigation facility construction needs to be completed during the winter when the facility is not in use. - UDOT has quality checks in place and the contractor is required to get approval before moving forward. Sometimes a person is waiting for the buy off before moving to the next task. - If construction continues around the clock, the nearby residents complain of the noise. <p>UDOT is proactively seeking to encourage reduced project construction schedules. However, UDOT selects their contractors by a competitive bidding process, in other words the lowest bid. If the schedule is reduced, the project cost would increase dramatically. On recent UDOT projects, contractor incentives or bonuses have been offered for meeting predetermined goals throughout the project. Some of the goals have been public outreach and traffic control during construction. Citizens groups have been formed to determine how much of the bonus the contractor should receive.</p>
Comments from Citizen Brad Rawson	
	<p>Comments:</p> <p>I attended the open house on November 19, 2004 at the South Towne Expo Center. I did appreciate the individuals from URS for explaining this project. My concerns are this. First, I believe this entire process is being driven by Developers (Gerald Anderson), Sandy City (Tom Dolan) and Walmart. I firmly believe that traffic problems are in the north/south direction, and not in the east/west direction. All these proposals seem to funnel more traffic from the west only to access I-15. UDOT made a mistake with the design of the Bangerter highway, this should have been a freeway. We should recognize our mistakes, lick our wounds, and fix it, and create a freeway there as it should have been in the beginning. That said, I realize I can only offer these few suggestions.</p> <p>1. With only approximately 22 million dollars now available, this will fund part of the interchange at 11400 South and I-15. This would mean the legislature would have to appropriate money for the balance. If the Interchange only is completed, Walmart will build, Sandy City will have fulfilled their commitment to Gerald Anderson and Walmart. I</p>

	<p>believe, because 11400 So. will only be completed to the Jordan Gateway road at this time, the amount of miss- directed traffic into the neighborhood at 700 west has not been accounted for in you review. I would hope, that if you construct the interchange, that you wait until all the monies are obtained to make the river crossing complete to 1300 west.</p> <p>Second. The proposed frontage road for the neighborhood between Trent Drive and Brook-n-Lance seems to stop short of serving the residents who are living on 445 West. Those open pastures between Willow Creek and the railroad track, could potentially be subdivided into 25 +/- homesites. At least you should continue this frontage road to 445 west..</p> <p>Please review my comments with integrity and concern. I strongly oppose this construction. (Brad Rawson)</p>
	<p>Response:</p> <p>The traffic analysis conducted for the preferred alternative shows that, if the interchange is constructed first, then the river crossing would need to be constructed by 2012 in order to provide acceptable mobility within the study area. Without the river crossing, traffic would increase on Jordan Gateway/Lone Peak Parkway and along 700 West as commuters make their way to 10600 South and 12300 south to travel west from the freeway. Residents living along these corridors would be affected by the increased traffic levels if the river crossing was not constructed by 2012. The WFRC 2030 Long Range Plan is a financially constrained plan. This means that it contains only those highway and transit facility improvement projects that can be funded through 2030. The implementation of the 2030 LRP was divided into three separate phases to coincide with anticipated financing and revenue streams. Phase 1 projects are planned for 2004-2012, Phase 2 projects for 2013-2022, and Phase 3 projects for 2023-2030. Both the I-15 interchange and the 11400 South river crossing (from I-15 to Redwood Road) components of Alternative 4 are included under Phase 1 of the LRP, and are scheduled to be completed by 2012</p> <p>Connecting 445 West to the frontage road system would result in an additional home relocation and additional wetlands impacts, and the same left turning benefits of the frontage road could be realized for residents of 445 West by turning right onto 11400 South and entering the proposed frontage road system at Brook-N-Lance Lane. Under the preferred alternative, estimated traffic volumes at 445 West do not warrant a signal for this intersection at this time. However, a signal at this location would meet the spacing requirements so a light could be considered at this location in the future if traffic volumes and turning delays increase to the point it is warranted. To address the safety comments received on this issue, an analysis of the traffic operations at 445 West and 11400 South was completed. The analysis looked at adding a safe harbor lane for traffic turning left off 445 West onto 11400 South. The harbor lane would provide a left turning movement that separates through traffic conflicts on 11400 South into two stages. The left turn yields to traffic approaching from the left, turns into the harbor lane, then merges with traffic approaching from the right. The analysis showed that the harbor lane would improve the level of service from LOS E to LOS C during afternoon peak traffic conditions. Based on the analysis, the harbor lane has been added to the design for 11400 South roadway improvements in the FEIS.</p>
Comment from Citizens Ray and Louise Evenson	
	<p>Comments:</p> <p>I would like to address the 11400 South project. I have a home at 1127 West Louise Meadow Dr. I have several concerns.</p> <ol style="list-style-type: none"> 1. The proposal would put the road 12 to 15 feet above my backyard. On top of this would be an 8 foot sound barrier. This would mean that there would be a virtual wall behind my home between 20 and 23 feet high. I feel this is an excessively high barrier and would ask that consideration be given to making the road steeper through the portion of road bordering my property. My home is just 30 feet from the fence bordering 11400 South. 2. A barrier as high as indicated in #1 would have a direct impact on the value of my home. I feel this should be considered and compensation given. We are not talking about a simple sound barrier, or a barrier 20-50 feet from my fence. We are talking about looking out the kitchen, or bedroom, or family room windows and seeing a huge wall just 30 feet away. We feel that the impact of the road and wall on our property value should be considered and compensation given. We feel this is reasonable. 3. More consideration needs to be given to increasing the size of 10600 South all the way to Bangerter Highway. Why doesn't the proposal include widening 10600 South to Bangerter? 4. Care needs to be taken to ensure that the Jordan River Parkway is conserved and that the environment is maintained so that future generations can enjoy this wonderful natural area. 5. The area of Park Palisades is a beautiful residential area which will be adversely affected. 6. Although planners have told me each time we speak with them that the neighbors will decide what the wall will look like, I have never been shown any samples from which we can choose. This should be decided before decisions are made, not after. 7. What assurance do we have that the proposed 2 lanes in each direction will not become 3 lanes in each direction sometime in the future? None!!! 8. Not only will there be traffic moving from I-15 west and from Bangerter and beyond East, but there will be an increase in traffic in Park Palisades from traffic going off or on 11400 South. This sensitive area will again be impacted by noise, pollution, increased potential for accidents and safety concerns for the children in the area. 9. East West transportation corridors are certainly needed, but they need to be planned with the people who will be directly affected. Much input has been given, but the planning is not being done by those who will be affected.

	<p>Thank you for your consideration (Ray and Louise Evenson)</p> <p>I have a couple of concerns. Our home sits up above Louise Meadow Drive, and the last time that we were in talking to the -- I guess the -- you know, the Department of Transportation people and the others, they indicated that there would be a wall put along our property similar to what they show here in the picture and that it would be about 18 or 20 feet above our back yard. And our current home sits about 30 feet -- it sits 30 feet from the back property line of our property, and so we're going to be out looking out the back windows and out the back yard at probably about a 20-foot sound -- not just the sound wall, the whole wall holding up the road and everything, just a huge wall right out the back yard. My concern is I feel like this will adversely impact the value of our property and that there needs to be some consideration taken with regards to that impact. And secondly, I have a concern about the weight of the road which is going to be right behind our house and whether that will affect the foundation of our home and cause any settling or any problems to the foundation itself. So those two concerns are the main concerns. Another concern I have is exactly how they are going to do the wall that holds up the road and the sound wall along the property. There, obviously, I'd like to see something that's somewhat, you know, decorative or -- or something at least that we would feel good about in the back yard, rather than have just something imposed upon us without having input from us as to what exactly we would want there. And so we would certainly want to see that it is put in such a way that it doesn't distract any more than possible from the property itself. I want to make sure that this is a solid fence up here at the top, the sound wall fence, whatever, so that -- so that we don't have people looking down in our back yard and, you know, possibly throwing things down at us. I mean, we're so close to the -- from the house to where this wall is going to be, people could throw things right in at our windows if they wanted. We're going to have no view out the back whatsoever. And this is a real concern to me. Those are the main concerns, I guess, that I have about this project is just how it impacts us, you know, individually and our property itself. So if you would let me know what you think about those, I would appreciate it. Thank you very much. (Raymond Evenson)</p>
	<p>Response:</p> <p>South Jordan City preserved the 106 foot roadway corridor along 11400 South between River Front Parkway and Midas Creek for the development of a roadway. Developers knew of the city-planned roadway prior to construction of any homes in that neighborhood. Now that the residential development is nearly complete along the corridor, the roadway design must accommodate, to the extent possible, the existing topography while impacting the least number of residences. This does require significant cut and fill walls to reduce the slope sufficiently to meet UDOT design standards. As stated on page 2-27 of the DEIS, if a Build Alternative that includes improving the 11400 South corridor is selected, additional geotechnical evaluation would be conducted during final roadway design to determine if taller cut walls could be constructed, thereby reducing the height of the required fill walls in this area. Specifically, the evaluation will determine if construction of a taller cut wall (increasing the cut walls from a maximum of 25 feet to a maximum of 32 feet) is viable near Marco Polo Drive. If so, one additional relocation may be required (a residence on Annika Circe); however, this would reduce the required height of the fill walls east of Marco Polo Drive from a maximum of 12 feet as currently proposed to a maximum of 5 feet. The geotechnical evaluation will be used by the roadway designers to ensure the fill walls are designed and constructed properly.</p> <p>The 11400 South roadway design includes a 98 foot cross section, while the preserved corridor between River Front Parkway and Marco Polo Drive is 106 feet wide. Therefore, no additional right-of-way is required in this area, with the possible exception of a potential relocation on Annika Circle to accommodate the steep grade at that location. UDOT must pay just compensation for any land acquired or damaged by the project. However, Utah statute limits the types of compensable damages that UDOT must pay. Generally, temporary construction impacts like noise, dust, and vibration are not compensable. As the project may impact different properties differently, the amount of just compensation for land acquired or damaged is determined on an individualized basis by an independent, qualified, licensed appraiser. These appraisers are not employees of the State of Utah, and are not involved in making construction decisions – they only address the effects of those construction decisions on individual properties.</p> <p>The 10400 South corridor will be widened to four lanes from Redwood Road to Bangerter Highway as part of the 10400 South EA project. This project is planned for construction in 2006 and is not dependent on the final alternative selected for the 11400 South project. Two of the Build Alternatives for this EIS, Alternatives 1 and 3A, include widening 10400/10600 South to six lanes from Jordan Gateway to Bangerter Highway. Alternative 7 includes widening 10600 South from Jordan Gateway to Redwood Road. Alternative 4, the preferred alternative, includes widening 10600 South from Jordan Gateway to River Front Parkway. All of these alternatives will meet the project purpose and need for improving mobility within the study area.</p> <p>The proposed 11400 South roadway and bridge would accommodate the Jordan River Parkway trail by providing both pedestrian/equestrian and wildlife crossings under the roadway. A separate pedestrian bridge located adjacent to the roadway bridge would provide a link to trail facilities on each side of the river and provide east side residents with greater access to recreational facilities in place near 11200 South. The riverbottom area will continue to be preserved under the various master plans of the study area cities. The 11400 South river crossing would impact a relatively small area of the riverbottom.</p> <p>Under the bridge crossing alternatives, major visual impacts to the Jordan River floodplain area would occur in the 11400 South vicinity. Mitigation measures proposed to lessen the visual intrusion include painting the bridge and associated structures natural colors to lessen the contrast of the man made and natural elements, directing street lighting downward to avoid unnecessary lighting of the night sky, and adding decorative elements to the cut and fill walls and sound walls, such as patterned concrete. South Jordan and Draper Cities could provide betterment funds for decorative lighting, decorative elements, or landscaping in order to soften the visual impact of the new roadway and bridge.</p> <p>During the public comment period for the FEIS, the affected residents that qualify for noise walls will be able to vote on whether they want noise walls or not. Per UDOT's Noise Abatement Policy, noise abatement will only be considered if the combination of 75% of the impacted front row receivers and 67% overall (including front row receivers) of the impacted residents/land owners who receive a minimum 5 decibel reduction vote, through balloting, in favor of the abatement. If noise walls are to be installed, UDOT will work</p>

<p>with the affected residents and South Jordan City during final roadway design to determine the design of the noise walls.</p> <p>As stated on page 4-12 of the DEIS, 1300 West is currently signalized and River Front Parkway would be signalized if 11400 South were constructed. These intersections would include push buttons and pedestrian signals. School age children crossing at these intersections could safely do so by using the signalized crossings. Jordan School District identifies safe walking routes and crossing guard locations for students based on student population demographics and traffic concerns. If the intersection of Marco Polo Lane and 11400 South is maintained as a school route, it would have the appropriate legs marked with a school crosswalk and may also require a reduced-speed school zone with a Jordan School District crossing guard.</p> <p>The traffic analysis performed for the 11400 South EIS shows that a five-lane facility (two travel lanes in each direction and a center turn lane or median) is sufficient on 11400 South through the design year 2030. If 11400 South were to be widened in the future, it would be a separate action from this EIS and the required environmental analysis would need to be completed. The Wasatch Front Regional Council (WFRC) is the agency responsible for planning the transportation system within Davis, Morgan, Salt Lake, Tooele, and Weber Counties. It is a governing board of 16 elected officials from local governments in each of the listed counties. WFRC develops the Wasatch Front Urban Area Long Range Transportation Plan for the metropolitan area, which recommends highway, transit, bicycle, and pedestrian improvements over a 30-year period. UDOT, UTA, and other local, state, and federal agencies that provide transportation facilities for the public work with WFRC to prepare transportation management plans and programs. The WFRC also receives input from its advisory committees and the public.</p>
<p align="center">Comments from Unknown Citizen</p>
<p>Comments:</p> <p>As a new neighbor to the 114th area in Draper, my husband and I are very saddened by the developments, the expansions, that it appears the Department of Transportation, Federal Highways, politicians, and developers want to impose upon us in this pristine area. Draper is one of the last pristine areas in the Salt Lake area. I remember when I had moved here in 1976 all of the Draper area was beautiful farmland. And when you drive under the overpass at 126th-123rd South, you see carvings depicting Draper, there is carvings depicting the Draper that was, the farmlands, the open space.</p> <p>Isn't it ironic that those pictures themselves may be the last living memory of any open space in Draper. For once 114th is developed, there will be no more open space left in Draper. I also find it but ironic, that a community who so respects family, the community hasn't learned how to respect the land. As I have spoken to many people who are both for and against the expansion of 114th South and the surrounding streets, so many people seem to say -- Well, people don't care if they're sandwiched in, people don't care about leaving the river bottom developed. I hear from developers and from folks at DOT that people want to have convenience of getting to their place of employment. I sometimes wonder if they're speaking from their own personal opinions or have they really spoken to the people who would like to have quality of life here in Salt Lake City. The people that I know, all my neighbors, people that visit our area, people in the surrounding communities, are very upset about how the developers have sandwiched in all the homes and all the developments one right next to another. They do care. People would much rather buy property and have a tree in their yard or a stream in their backyard or a mountain to view than have a highway next to them. This particular area has already endured developments on 106th South and 123rd-126th West. There is really no good reason to develop 114th South. If the DOT was being honest with you -- and I have to ask myself, are they? -- they would tell you that the real reason they're wanting to develop 114th South is to bring traffic from the Kennecott, Herriman area to the center of the valley and then downtown. This is an issue for people who live around 8400 South on the west side. This issue of their transportation from west to east to north to south, is there issue, it doesn't have to come through our backyard. It doesn't need to pollute the wetlands, it doesn't need to destroy the minimum amount of wildlife that we happen to have left in and along the Jordan River area. It would be so easy for the DOT to repair and fix up the Mountain View Corridor. For those of you who don't know of what I speak, there is an existing byway that does run north and south along the westerly mountains, it is called the Mountain View Corridor. The Department of Transportation refused to fix it. It would be so easy for them to expand in this area without developing 114th South and ruining the thousands of lives that will definitely be affected along 114th South. Not only will they develop 114th South, but every single side road that stems out of from 114th will now double in size. It only seems logical for them to take Mountain View Corridor, put the money there, fix it up, extend it down to 21st South, which has already been developed, and use that as their new corridor. There will definitely be a negative impact economically for all of us who own homes along 114th South and within a mile of 114th South. Our homes will devalue, commercial properties will develop.</p> <p>Other issues that we believe have not been heard is the negative impact 114th South will have on pollution in the area, the noise in the area, not to mention crime. It is well known that criminals prefer to invade areas and neighborhoods that have easy access. Every single home that is now within blocks of every entrance along 114th South will be subject to an increase in crime. And where is the Corps of Engineers? Do they no longer care about the wetlands in this area?</p> <p>The Salt Lake City area has one river, and one river only, to take care of, and they're doing a horrible job of it. First they brought in the Jordan River Parkway, for those of us who enjoy it, it's a delightful parkway. But with this parkway and parks have come more development of condos in the area.</p> <p>As we speak right now they are trying to develop another waterworks sewer project at approximately 13600 South. Now they will add the bridge over 114th South, they've already got one at 106th South, the one over 123rd South. There will be little area left for the migration of birds along Salt Lake City's only migratory path. For those of us over the years who have enjoyed living in harmony with the birds and animals within the wetlands area, we have noticed a significant decrease in population of specific wildlife species. We have noticed an assault upon the animals in this area. We see the birds that have been shot with arrows, the deer, that does from time to time meander and find their way to the river bottom, run over and shot. What has happened to living in harmony with one's environment? You don't have to develop every single solitary little bit of</p>

	<p>space. Leave open space, learn to live with it, embrace it. For once it's gone you will never get it back.</p> <p>Rumors abound within the neighborhoods of 114th South. We are hearing rumors that many politicians are in bed with the developers of the commercial areas in, on and around 114th South, Lone Peak Parkway, and State Street. These rumors are probably closer to home than any of us know. The first thing the Department of Transportation should do in the development of any area is look for collusion. We strongly suspect that those who own the commercial property within the area have for many years been in the back pockets or vice versa of the local politicians and the DOT. The development of 114th South was probably first discussed in the back rooms of those in collusion. There is probably very little any of us can do to stop this heinous project. We all know the all mighty buck is what motivates people these days. How sad. That's it. Signed, a concerned neighbor in Draper. (Unknown)</p>
	<p>Response:</p> <p>The southern Salt Lake Valley is one of the fastest growing areas in the state of Utah. According to the Governor's Office of Planning and Budget, total population within the study area cities (Draper, Sandy, South Jordan, and Riverton) is expected to increase by 90 percent in the year 2030 over 2000 population numbers. Maintaining the current quality of life includes objective measures such as public safety, community economic vitality, and access to employment and income opportunities. It also includes subjective measures such as community values, levels of satisfaction with community conditions, and attachment to the community. In order for the objective measures and many of the subjective measures to be met, the necessary tax base to support economic development is needed to provide services to city residents. The cities within the study area have identified both mobility improvements and economic development as necessary elements to maintain, protect, and improve the overall quality of life within the study area.</p> <p>Modeling of the future traffic conditions shows that many intersections and roadway segments will be at saturation by the year 2030, even after all planned roadway and transit projects in the study area have been completed. These planned projects, identified in the WFRC Long Range Transportation plan, include 12300/12600 South, 10400 South, Redwood Road, State Street, I-15, 700 East, Mountain View Corridor (listed as the Western Transportation Corridor), the Draper light rail extension, the Mid-Jordan light rail line, and commuter rail. This indicates a need to develop a transportation solution for the study area <u>in addition to</u> those planned projects. The Mountain View Corridor EIS is currently underway. The WFRC Long Range plan identifies this corridor as a six-lane north-south freeway facility at about 5600 West with segments scheduled to be constructed between 2013 and 2030. The Mountain View corridor project is planned independent of the alternative selected for the 11400 South EIS.</p> <p>The noise study conducted for this EIS (included in Appendix H of the DEIS) identifies the noise impacts of each alternative and proposed mitigation measures. The air quality study (included in Appendix G of the DEIS) shows that for all the Build Alternatives air quality would improve slightly over the No Build Alternative because of the reduced congestion. There may be additional fugitive dust caused by construction activities related to both the project as well as to indirect development, but these would be short term and implementation of appropriate dust control procedures would be required. As shown in the DEIS, none of the Build Alternatives would cause a water quality concern or a violation of state water quality standards.</p> <p>Currently the emergency response time for the portion of South Jordan City east of the Jordan River and north of 11400 South averages 12 minutes, which does not meet the preferred 5-minute maximum. Alternatives 1, 4, and 7 would improve emergency response times by both providing a river crossing and also by providing a grade-separated crossing of the railroad.</p> <p>As documented in Section 4.10 of the FEIS, all of the build alternatives would result in habitat loss and habitat fragmentation. In theory, the new bridge associated with Alternatives 1, 4, and 7 would contribute to the overall fragmentation of habitats by impeding the movement of wildlife. However, the bridge has been designed to be at least 10 feet high to allow a minimum of 10 feet of natural substrate on each side of the ordinary channel for animals to pass under the structure. This would provide a movement corridor for animals of all sizes. Alternative 4 would have the greatest impact on riparian/urban forest habitat due to the widening of 11400 South near the South Jordan Canal, Willow Creek, and I-15. The majority of the riparian/urban forest habitat impacted by Alternative 4 would be at the I-15/11400 South interchange area. Alternative 4 would also result in more wetland habitat loss than Alternative 3A, but less than Alternatives 1 and 7, although the amount of jurisdictional wetlands impacted would be small, less than 1/3 acre. To address these impacts, mitigation measures identified in the FEIS include: wetlands replacement, a revegetation plan, habitat replacement and/or enhancement within the study area, noxious weed control, providing cover for small animals passing under the bridge, directing bridge lighting downward, avoiding construction during nesting seasons, conducting raptor nest surveys, and conducting special status species surveys.</p>
Comments from Citizen B T	
	<p>Comments:</p> <p>TO WHOM IT MAY CONCERN:I am still shaking my head as UDOT and others are continuing to consider any form of expansion of 11400 South. Why isn't any one being honest and discussing the real reasons for this considered expansion? THIS IS A SPECIAL INTEREST ROAD... POLITICANS, and DEVELOPERS are the only people who will benefit from the expansion of 114th South. DOT wants to bring our neighbors from the WEST/DAYBREAK area "across" the valley and use our back yards as their highway. DOT refuses to fix up the "already existing" MOUNTAIN VIEW CORRIDOR. It isn't fair that they should burden us with this onslaught. This is a west side problem and it needs to be resolved by the west side... I'm appauled that the wetlands aren't being protected in this valley. The almighty buck keeps winning again and again. Why isn't anyone being honest and telling the public who would really benefit from this expansion along LONE PEAK PARKWAY? Who owns that land along LONE PEAK PARKWAY ?...Who in Sandy and South Jorday promised WALMART an interchange on 11400 SOUTH and LONE PEAK PARKWAY ? Who on their councils owns land in this area ? Isn't this a conflict of interest...?</p> <p>Building another BANGERTER in our backyards only increases noise pollution, crime, air/water pollution, increases safety issues, destroys our few wetlands, has negative values</p>

	<p>on our property values, reduces quality of our rural life, air pollution, water pollution, a negative economic impact, destroys old neighbors, etc. DRAPER use to be all farms. Now it is all subdivisions. It's unfortunate that no one on DOT has a vision of how to resolve this problem without disturbing and destroying yet another old community.</p> <p>A new 9800 SOUTH RIVER CROSSING is not incorporated into the traffic model. It needs to be "before" we destroy this pristine area.</p> <p>There needs to be a noise impact discussion.</p> <p>This expansion destroys the lives of those of us who live on the DRAPER SIDE... We do not support it. NO ONE IN DRAPER WANTS IT... SOUTH JORDAN AND SANDY shouldn't be allowed to destroy the quality of our lives.</p> <p>The economic impact is negative for those of us who live in DRAPER. This is a special interest road...BE HONEST...Developing a high speed road on 114th south has more negative impact than positive. (b t)</p>
	<p>Response:</p> <p>The southern Salt Lake Valley is one of the fastest growing areas in the state of Utah. According to the Governor's Office of Planning and Budget, total population within the study area cities is expected to increase by 90 percent in the year 2030 over 2000 population numbers. Draper, Riverton, Sandy, and South Jordan are actively seeking new commercial and retail expansion to provide the tax base necessary to continue providing public services and quality of life enhancements to their growing residential population. As stated in the DEIS, the purpose of this project is to maintain, protect, and improve the quality of life within the study area by improving mobility and providing transportation infrastructure to support economic development within the study area through the year 2030.</p> <p>Modeling of the future traffic conditions shows that many intersections and roadway segments will be at saturation by the year 2030, even after all planned roadway and transit projects in the study area have been completed. These planned projects, identified in the WFRC Long Range Transportation plan, include 12300/12600 South, 10400 South, Redwood Road, State Street, I-15, 700 East, Mountain View Corridor (listed as the Western Transportation Corridor), the Draper light rail extension, the Mid-Jordan light rail line, and commuter rail. This indicates a need to develop a transportation solution for the study area <u>in addition to</u> those planned projects. The Mountain View Corridor EIS is currently underway. The WFRC Long Range plan identifies this corridor as a six-lane north-south freeway facility at about 5600 West with segments scheduled to be constructed between 2013 and 2030. The Mountain View corridor project is planned independent of the alternative selected for the 11400 South EIS.</p> <p>As stated on page 1-4 of the DEIS, the 9800 South river crossing was accounted for in all traffic measurements and modeling conducted for the 11400 South EIS. Therefore, the traffic analysis does not need to be redone.</p> <p>The noise study conducted for this EIS (included in Appendix H of the DEIS) identifies the noise impacts of each alternative and proposed mitigation measures. The air quality study (included in Appendix G of the DEIS) shows that for all the Build Alternatives air quality would improve slightly over the No Build Alternative because of the reduced congestion. There may be additional fugitive dust caused by construction activities related to both the project as well as to indirect development, but these would be short term and implementation of appropriate dust control procedures would be required. As shown in the DEIS, none of the Build Alternatives would cause a water quality concern or a violation of state water quality standards.</p> <p>As documented in Section 4.10 of the FEIS, all of the build alternatives would result in habitat loss and habitat fragmentation. In theory, the new bridge associated with Alternatives 1, 4, and 7 would contribute to the overall fragmentation of habitats by impeding the movement of wildlife. However, the bridge has been designed to be at least 10 feet high to allow a minimum of 10 feet of natural substrate on each side of the ordinary channel for animals to pass under the structure. This would provide a movement corridor for animals of all sizes. Alternative 4 would have the greatest impact on riparian/urban forest habitat due to the widening of 11400 South near the South Jordan Canal, Willow Creek, and I-15. The majority of the riparian/urban forest habitat impacted by Alternative 4 would be at the I-15/11400 South interchange area. Alternative 4 would also result in more wetland habitat loss than Alternative 3A, but less than Alternatives 1 and 7, although the amount of jurisdictional wetlands impacted would be small, less than 1/3 acre. To address these impacts, mitigation measures identified in the FEIS include: wetlands replacement, a revegetation plan, habitat replacement and/or enhancement within the study area, noxious weed control, providing cover for small animals passing under the bridge, directing bridge lighting downward, avoiding construction during nesting seasons, conducting raptor nest surveys, and conducting special status species surveys.</p> <p>The economic analysis conducted for the EIS shows that Draper City is expected to realize increased retail development, retail sales, and sales tax revenue from Alternatives 1, 4, and 7. The greatest economic benefits would be from Alternative 4, the preferred alternative (see Appendix F, Economic Analysis Report).</p>
Comments from Citizen Michelle Evans	
	<p>Comments:</p> <p>I've made comments before, and I'm not for the road going in. But I feel you will move forward regardless of how many of us feel. If the road does go through, I'm concerned with how it will look. I'm on the west side of the river, a very rural area and feel, and when I looked at your drawings of this area you made it look industrial instead of rural, which makes me think you will not make it look very nice. I saw no trees in your plans, unlike both 106 & 123 that have trees in the middle. And in the rural area you should have trees on the side as well, like there is now, to at least try and hide your ugly road. Are you planning on trees on the side and in the middle? (Michele Evans)</p> <p>My biggest concern is environmental factors. Willow Creek is in my backyard. There is a mating pair of red-tale hawks, their nest is right off 114th South. They had a baby this</p>

	<p>year. Their baby hangs out on one of my trees on a regular basis. I see a pair -- and I'm assuming that since they're always together it's a mating pair -- of great blue herons, and they fly up and down the Willow Creek drainage. I have flocks of pelicans, courmerans; all sorts of birds being on the flyaway. I'm extremely concerned that they are not giving either Willow Creek or the river bottom the environmental protection that it needs for the wildlife and the wetlands. I don't feel that they have taken this into consideration appropriately.</p> <p>My second concern is safety. There are a lot of little dead-end roads in that neighborhood, and lots of kids. And kids are going to be trying to cross this huge highway type of road, and their safety as cars come whizzing down, I'm very concerned for. I'm also concerned with the fact that they -- that this area, if you were to go up into the mountains and look into this area, it's one of the few areas that appear dark, it's a big dark section. And nowhere else as you look out throughout the valley area will you find this void of light and noise. And their huge road will increase noise and light pollution, and that will affect not only the residential inhabitants, but once again, the wildlife. And I think their road is going to destroy it. I'm also very concerned that I think that the total road cost from the highway to, on their recommended version, all the road costs, I have been told that the whole project is estimated at about 145 million dollars, and they only have about 30 million dollars allocated, which will only take care of the interchange.</p> <p>And once that interchange is in it will be federally mandated that it must go through, and you're going to see a huge enormous tax burden on not only myself, but our area. And for a tiny stretch of road. I know they have done some studies and, per mile it's more expensive than what they have put out for Bangerter. And for the amount of people that are going to be using it, I think it's an inappropriate use of funds. I do not support that type of building and project, especially since UDOT seems to like to put us over a barrel. They give us a price and then once they set the price and the project is started, they say, "Oh, it's not going to be this price, it's going to be that price." Then they hold us hostage over a barrel. And I think that's very inappropriate for the legislature to allow that to happen. I would also like to say I support anything that doesn't have an interchange on I-15 and does not cross the river. So, I think that Alternative 3-A is an excellent option. (Michele Evans)</p>
	<p>Response:</p> <p>The typical cross section for the 11400 South corridor includes four 11-ft travel lanes, 4.5-ft park strips, 5-ft sidewalks, 8-ft shoulders with 4-ft wide striped bike lanes, and a 14-ft center turn lane or median. UDOT typically plants grass in the park strips and provides a concrete median. If the cities want trees or other vegetation in the park strip or roadway median, or other aesthetic improvements such as stamped concrete, they would need to fund the difference in cost for those improvements. UDOT would work with the affected cities to determine those issues during final project design.</p> <p>As documented in Section 4.10 of the FEIS, all of the build alternatives would result in habitat loss and habitat fragmentation. In theory, the new bridge associated with Alternatives 1, 4, and 7 would contribute to the overall fragmentation of habitats by impeding the movement of wildlife. However, the bridge has been designed to be at least 10 feet high to allow a minimum of 10 feet of natural substrate on each side of the ordinary channel for animals to pass under the structure. This would provide a movement corridor for animals of all sizes. Alternative 4 would have the greatest impact on riparian/urban forest habitat due to the widening of 11400 South near the South Jordan Canal, Willow Creek, and I-15. The majority of the riparian/urban forest habitat impacted by Alternative 4 would be at the I-15/11400 South interchange area. Alternative 4 would also result in more wetland habitat loss than Alternative 3A, but less than Alternatives 1 and 7, although the amount of jurisdictional wetlands impacted would be small, less than 1/3 acre. To address these impacts, mitigation measures identified in the FEIS include: wetlands replacement, a revegetation plan, habitat replacement and/or enhancement within the study area, noxious weed control, providing cover for small animals passing under the bridge, directing bridge lighting downward, avoiding construction during nesting seasons, conducting raptor nest surveys, and conducting special status species surveys.</p> <p>Regarding safety, all signalized intersections would include push buttons and pedestrian signals. Sidewalks, park strips and shoulders would contribute to pedestrian and bicycle safety. The center median would contribute to vehicular safety and provide a safe haven for pedestrians crossing the roadway. The proposed 11400 South corridor has a design speed of 45 miles per hour. The posted speed is typically lower than the design speed. UDOT routinely conducts studies to determine what the traffic typically travels on a given roadway and may adjust speed limits accordingly. One possible enforcement measure included in the DEIS for the speed limit on this roadway is the permanent installation of a device that measures and displays the speed of passing cars while also displaying the speed limit for the road.</p> <p>Regarding noise impacts, the noise study conducted for this EIS (included in Appendix H of the DEIS) identifies the noise impacts of each alternative and proposed mitigation measures. Regarding light pollution, bridge lighting would be directed downward so that birds would not become trapped in the beam. Along the rest of the roadway corridor, UDOT would coordinate with the affected cities to develop street lighting plans, such as spacing and types of lights.</p> <p>The estimated cost for Alternative 4 is \$122 million. The cost estimate for this and all of the Build Alternatives was based on quantifying the major construction items, comparing quantities to recent construction bids (from 2003) to get a per unit cost, then adding a contingency for miscellaneous items and an adjustment for inflation.</p>
Comments from Citizen Christine Reese	
	<p>Comments:</p> <p>What I would like to see happen to 11400 is a street that resembles 13th West or 2700 West in those sections that have a center turn lane, one lane each side and wide paved shoulders with sidewalk, curb and gutter. The improved section of 13th by the Jordan River Temple has good traffic flow yet maintains the residential flavor and needs of the area for noise, child/pedestrian safety etc. 11400 is too narrow and has many areas with mud shoulders, drainage/irrigation ditches and no sidewalks but to jump right from narrow to 4 lane freeway access highway seems terribly drastic. Could the plan be modified?</p>

	<p>My specific concerns are these:</p> <ol style="list-style-type: none"> 1. Concrete medians in the center of the road will make it very difficult to access the church parking lots of the two buildings we use that are on 11400. People will not be able to enter or exit from both directions with barriers in the way. 2. School children cross 14000 at 2480 West to go to Monte Vista elementary. It will be very difficult with increased traffic to cross those kids safely. 3. Noise and traffic congestion will be greatly increased. Putting a big road like that through a residential area will be self-fulfilling. I mean if the road is there MANY MANY people will use it. If 10400 South were finished – wide all the way to Bangerter – it would handle much of the current traffic problems. Both 10400 and 12600 are already commercial property lined roads. It would make sense to increase their use rather than make 11400 a major access to the freeway. 4. I've talked to several neighbors who live on 11400, they realize that the road may have to go in. They want those concrete barriers that block noise and help with privacy to go by their properties. 5. What do you do with the land of those houses that were red-flagged for removal? Is the property still zoned residential? Is it resold for another homeowner who would build a smaller house that fit the remaining land? 6. Other neighbors are concerned about their trees. (Christine Reese)
	<p>Response:</p> <p>Based on the traffic analysis conducted for the EIS, for the Build Alternatives that include improvements to 11400 South, the roadway would need to be widened to two travel lanes in each direction in order to meet the project purpose and need for mobility improvements within the study area. The proposed typical cross section for 11400 South is 98 feet. This includes a 5-ft sidewalk, a 4.5-ft park strip, a 2.5-ft curb and gutter, and an 8-ft wide shoulder on each side of the roadway. There would be four 11-ft travel lanes and a 14-ft median or center turn lane.</p> <p>UDOT installs medians on principal and minor urban arterials to improve safety. Studies have shown that raised medians prevent crashes caused by crossover traffic, reduce headlight glare, and provide pedestrian protection. Raised medians have been associated with less right angle, sideswipe, head on, and rear end collisions. Raised medians also allow pedestrians to cross the road in two segments rather than one, giving them less distance to travel before reaching a safe zone. For these reasons, raised medians will continue to be shown on all corridors. However, in response to comments received, median openings have been included in the FEIS for the two churches located along 11400 South at approximately 2000 West and 2400 West. As shown in the alternatives figures at the end of section 2, the DEIS represents the most extensive median placement that may occur. During final design, additional median openings may be included. Median placement would be coordinated with the local city planning and engineering departments during final design to determine appropriate access points so as to not inhibit future development and to reduce impacts to existing businesses and residences. However, as additional median openings may affect safety and traffic operations, the UDOT guidelines for mid-block openings will be followed. These guidelines establish minimum lengths between mid-block openings for major and minor arterials in current and projected urban areas.</p> <p>The signalized intersections (including 2700 West) would include push buttons and pedestrian signals. School age children crossing at these intersections could safely do so by using the signalized crossings. Jordan School District identifies safe walking routes and crossing guard locations for students based on student population demographics and traffic concerns. School routes would have the appropriate legs marked with a school crosswalk and may also require a reduced-speed school zone with a Jordan School District crossing guard.</p> <p>The 10400 South corridor will be widened to four lanes from Redwood Road to Bangerter Highway as part of the 10400 South EA project. This project is planned for construction in 2006 and is not dependent on the final alternative selected for the 11400 South project. The traffic analysis shows the need for additional roadway improvements even after the 10400 South widening is completed.</p> <p>For any proposed UDOT road construction project, UDOT must evaluate if the project will cause traffic noise impacts. A traffic noise impact is defined as occurring when noise levels in residential areas reach or exceed 65 decibels or are increased by ten decibels or more over the existing levels as a result of the project being constructed. A noise analysis was conducted for this EIS to examine existing and year 2030 traffic noise conditions along affected routes resulting from the No Build Alternative and the four Build Alternatives. Based on the analysis, impacted receivers and locations along each affected corridor that qualify for noise abatement were identified. These locations are presented in the FEIS in Section 4.7.1 and summarized in Table 4-13. Along 11400 South, the areas that qualify for noise walls are between River Front Parkway and Marco Polo Drive.</p> <p>UDOT typically offers to purchase residential properties if the roadway improvements would cause the roadway right-of-way to be within 15 feet of the residential structure. After construction, UDOT normally sells the remaining property. Any changes to zoning would be determined by the appropriate cities. UDOT does not get involved in the city zoning plans.</p> <p>All care will be taken not to disturb pre-existing landscaping. Owners will be compensated for loss of landscaping.</p>
Comments from Citizen Genal Reese	
	<p>Comments:</p> <p>The 11400 South alternative looks to be the lowest cost alternative to the traffic on the west side of town. I feel there are a few issues that were overlooked in the design of this</p>

	<p>alternative:</p> <p>(1) With a raised concrete median you essentially block traffic flow to the three chapels located on 11400 South. This means that people going to these chapels must travel to one of the main intersections, turn around (U-turn?), and then head for the chapel entrance. The median should be eliminated at the entrances and exits to these chapels so one traffic problem is not traded for another.</p> <p>(2) High density of elementary school age children must cross 11400 South to go to Monte Vista Elementary. A provision for a pedestrian skywalk for these children to cross these four lanes of traffic should be put into the design for the 11400 South alternative so these children can get to school safely.</p> <p>(3) UDOT has not finished 10400 South from Redwood Road to Bangerter Highway. This should be finished with 4 lanes (2 each way) as was done from the I-15 interchange to Redwood before construction begins on 11400 South because that would eliminate the bottleneck that now exists from Redwood Road to Bangerter. Thank-you for looking at these issues. (Genal Reese)</p>
	<p>Response:</p> <p>UDOT installs medians on principal and minor urban arterials to improve safety. Studies have shown that raised medians prevent crashes caused by crossover traffic, reduce headlight glare, and provide pedestrian protection. Raised medians have been associated with less right angle, sideswipe, head on, and rear end collisions. Raised medians also allow pedestrians to cross the road in two segments rather than one, giving them less distance to travel before reaching a safe zone. For these reasons, raised medians will continue to be shown on all corridors. However, in response to comments received, median openings have been included in the FEIS for the two churches located along 11400 South at approximately 2000 West and 2400 West. As shown in the alternatives figures at the end of section 2, the DEIS represents the most extensive median placement that may occur. During final design, additional median openings may be included. Median placement would be coordinated with the local city planning and engineering departments during final design to determine appropriate access points so as to not inhibit future development and to reduce impacts to existing businesses and residences. However, as additional median openings may affect safety and traffic operations, the UDOT guidelines for mid-block openings will be followed. These guidelines establish minimum lengths between mid-block openings for major and minor arterials in current and projected urban areas.</p> <p>The signalized intersections (including 2700 West/11400 South) would include push buttons and pedestrian signals. School age children crossing at these intersections could safely do so by using the signalized crossings. Jordan School District identifies safe walking routes and crossing guard locations for students based on student population demographics and traffic concerns. School routes would have the appropriate legs marked with a school crosswalk and may also require a reduced-speed school zone with a Jordan School District crossing guard.</p> <p>The 10400 South corridor will be widened to four lanes from Redwood Road to Bangerter Highway as part of the 10400 South EA project. This project is planned for construction in 2006 and is not dependent on the final alternative selected for the 11400 South project. The traffic analysis shows the need for additional roadway improvements even after the 10400 South widening is completed.</p>
Comments from Citizen Dan True	
	<p>Comments:</p> <p>Although more expensive, I firmly believe Alternative 1 is the only solution that should be considered. #4 is only delaying the inevitable. Take 10400th west of Redwood Rd for example: try driving or crossing at morning or evening rush hours. It's backed up for blocks not to mention how dangerous it is, especially with Bingham HS right there. The intersections at 22nd and 27th West are terrible. The 106th South corridor is extremely important and should not be dismissed via Alt 4. All of the items addressed by Alt 1 are necessary for this area of the valley to sustain safe and efficient commutes. Also, as an avid road cyclist I strongly encourage bike lanes everywhere possible. Thanx. (Dan True)</p>
	<p>Response:</p> <p>The 10400 South corridor will be widened to four lanes from Redwood Road to Bangerter Highway as part of the 10400 South EA project. This project is planned for construction in 2006 and is not dependent on the final alternative selected for the 11400 South project.</p> <p>All the Build Alternatives improve mobility over the No Build Alternative by reducing the number of critical intersections operating at or over capacity in the year 2030. Along the arterials within the study area, both Alternative 1 and Alternative 4 would result in similar mobility improvements. However, only Alternative 4 (which includes an interchange at 11400 South) improves mobility on I-15 over the No Build Alternative. Based on the comparative analysis of alternatives presented in the EIS, Alternative 4 has been recommended as the preferred alternative. It offers the greatest mobility improvements and economic benefits within the study area and impacts less than 1/3 acre of jurisdictional wetlands. It results in the least number of home and business relocations and the least number of impacts to Section 4(f) resources (i.e. historic and recreational properties) of all the build alternatives.</p> <p>All corridor improvements proposed in the EIS include 4-ft striped bike lanes within the roadway shoulder. The shoulders would range from 8 feet (along 11400 South) to 10 feet (along 10400/10600 South and 12300/12600 South).</p>
Comments from Citizen Gaye Betenson	
	<p>Comments:</p> <p>I am opposed to the construction of 11400 South over the Jordan River. There will be a large impact on the subdivision at 11400 South and approximately 750 West. There is a</p>

	<p>church being built right there which will be used by the neighborhood – Crossing would be a safety concern – Getting to the church or to anywhere out of the area will be next to impossible. Houses in our vicinity will have a 45 foot embankment overlooking our backyards. Our students all go to school or to the major retail establishments to the east of State Street – Cost is also a great hindrance – With latest developments MORE homes are going to need to be removed than earlier stated and that puts added problems closer to the homes. What about the wet lands – I guess no one cares – And not to mention 8 blocks between freeway intersections is a bit much – Put the money in education – We know it is needed there – (Gaye Betenson)</p>
	<p>Response:</p> <p>The proposed improvements to 11400 South include a frontage road that would allow the residents in the vicinity 11400 South and 700 West a signalized access to their neighborhoods for both pedestrians and vehicles. The signalized intersections would include push buttons and pedestrian signals. School age children crossing at these intersections could safely do so by using the signalized crossings.</p> <p>11400 South currently dead-ends on the bluffs above the Jordan River at approximately 720 West. The new 98-ft roadway would travel down the steep slope on fill material (of up to 40-ft depth) before it crosses the Jordan River. This fill slope would taper down on the north side towards the homes along 805 West. At that location, the fill walls would be approximately 10 to 15 feet in height.</p> <p>Alternative 4 would result in the loss of less than 1/3 acre of jurisdictional wetlands. Mitigation measures identified in the FEIS (Section 4.9.6) include wetlands replacement. Alternative 4 meets the current AASHTO design and safety standards for freeway interchange spacing.</p>
Comments from Citizen Donald Betenson	
	<p>Comments:</p> <p>I oppose the construction of 11400 South over the Jordan River for the following reasons</p> <ul style="list-style-type: none"> a – to big an impact on the area around 11400 S and 700 West neighborhoods – it will isolate us from our neighbors b – Bridge over river would damage a sensitive area to wildlife and water Fowl c – too high of traffic speeds for a residential area d – no outlet from Berg Lane – Trent drive can't take all of the traffic with all the new homes <p>UDOT needs to address North/South traffic on West side rather than flow it to I-15 (Donald Betenson)</p>
	<p>Response:</p> <p>The construction of the 11400 South corridor would have adverse impacts to some neighborhoods. Some mitigation measures identified in the FEIS to reduce negative on community cohesion include improving pedestrian facilities (such as sidewalks and crosswalks), providing comparable housing in the instances of relocations, and enforcement of traffic speed limits.</p> <p>As documented in Section 4.10 of the FEIS, all of the build alternatives would result in habitat loss and habitat fragmentation. In theory, the new bridge associated with Alternatives 1, 4, and 7 would contribute to the overall fragmentation of habitats by impeding the movement of wildlife. However, the bridge has been designed to be at least 10 feet high to allow a minimum of 10 feet of natural substrate on each side of the ordinary channel for animals to pass under the structure. This would provide a movement corridor for animals of all sizes. Alternative 4 would have the greatest impact on riparian/urban forest habitat due to the widening of 11400 South near the South Jordan Canal, Willow Creek, and I-15. The majority of the riparian/urban forest habitat impacted by Alternative 4 would be at the I-15/11400 South interchange area. Alternative 4 would also result in more wetland habitat loss than Alternative 3A, but less than Alternatives 1 and 7, although the amount of jurisdictional wetlands impacted would be small, less than 1/3 acre. To address these impacts, mitigation measures identified in the FEIS include: wetlands replacement, a revegetation plan, habitat replacement and/or enhancement within the study area, noxious weed control, providing cover for small animals passing under the bridge, directing bridge lighting downward, avoiding construction during nesting seasons, conducting raptor nest surveys, and conducting special status species surveys.</p> <p>The proposed 11400 South corridor has a design speed of 45 miles per hour. The posted speed is typically lower than the design speed. UDOT routinely conducts studies to determine what the traffic typically travels on a given roadway and may adjust speed limits accordingly. One possible enforcement measure included in the DEIS for the speed limit on this roadway is the permanent installation of a device that measures and displays the speed of passing cars while also displaying the speed limit for the road.</p> <p>Berg Hollow Lane is currently a dead end street. Under any of the alternatives, including the no Build Alternative, it would remain a dead-end street.</p> <p>Modeling of the future traffic conditions shows that many intersections and roadway segments will be at saturation by the year 2030, even after all planned roadway and transit projects in the study area have been completed. These planned projects, identified in the WFRC Long Range Transportation plan, include 12300/12600 South, 10400 South, Redwood Road, State Street, I-15, 700 East, Mountain View Corridor (listed as the Western Transportation Corridor), the Draper light rail extension, the Mid-Jordan light rail line, and commuter rail. This indicates a need to develop a transportation solution for the study area <u>in addition to</u> those planned projects. The Mountain View Corridor EIS is currently underway. The WFRC Long Range plan identifies this corridor as a six-lane north-south freeway facility at about 5600 West with segments scheduled to be constructed between</p>

	2013 and 2030. The Mountain View corridor project is planned independent of the alternative selected for the 11400 South EIS.
	Comments from Citizen Jeff McKay
	<p>Comments:</p> <p>Dear Sirs, I am generally in support of South Jordan improving access including work on 114th So – So long as it is done fairly to myself and those others affected along the corridor. My concerns are:</p> <ol style="list-style-type: none"> 1) fair compensation for land taken 2) fair ..[compensation].. for depreciated land/home value 3) fair ..[compensation].. for improvements to land take 4) fair ..[compensation].. for impact of construction on own property. 5) Sound – we feel a sound wall is high justified as our home will be within 40 ft or so of a 4-5 lane thoroughfare 6) We have a dog which stays in our backyard and are concerned about how he will be contained if our wall is taken down during construction 7) We understand that UDOT is considering a concrete median strip down 114th and feel that turn lanes for access to the churches/subdivisions is absolutely necessary to prevent complicating traffic patterns (U-turns, traveling, and blocking other roads to get access across median) 8) We like S. JORDAN and plan to stay here for the foreseeable future. (Jeff McKay)
	<p>Response:</p> <p>UDOT must pay just compensation for any land acquired or damaged by the project. However, Utah statute limits the types of compensable damages that UDOT must pay. Generally, temporary construction impacts like noise, dust, and vibration are not compensable. As the project may impact different properties differently, the amount of just compensation for land acquired or damaged is determined on an individualized basis by an independent, qualified, licensed appraiser. These appraisers are not employees of the State of Utah, and are not involved in making construction decisions – they only address the effects of those construction decisions on individual properties.</p> <p>A noise analysis was conducted for this EIS to examine existing and year 2030 traffic noise conditions along affected routes resulting from the No Build Alternative and the four Build Alternatives. Based on the analysis, impacted receivers and locations along each affected corridor that qualify for noise abatement were identified. These locations are presented in the FEIS in Section 4.7.1 and summarized in Table 4-13. In accordance with UDOT's Noise Abatement Policy, noise abatement was only considered if a minimum 5 decibel noise reduction could be achieved for the majority of front row receivers impacted and the cost of abatement would not exceed \$25,000 per benefited receiver. Per UDOT's Noise Abatement Policy, noise abatement will only be considered if the combination of 75% of the impacted front row receivers and 67% overall (including front row receivers) of the impacted residents/land owners who receive a minimum 5 decibel reduction vote, through balloting, in favor of the abatement. This balloting will occur for the preferred alternative after the FEIS is available for public review and comment.</p> <p>UDOT works with property owners during roadway construction projects to minimize property disruption. Temporary fencing would be installed as necessary during construction activities along the roadway. If a property owner's fence was removed, UDOT would replace it after construction was complete.</p> <p>UDOT installs medians on principal and minor urban arterials to improve safety. Studies have shown that raised medians prevent crashes caused by crossover traffic, reduce headlight glare, and provide pedestrian protection. Raised medians have been associated with less right angle, sideswipe, head on, and rear end collisions. Raised medians also allow pedestrians to cross the road in two segments rather than one, giving them less distance to travel before reaching a safe zone. For these reasons, raised medians will continue to be shown on all corridors. However, in response to comments received, median openings have been included in the FEIS for the two churches located along 11400 South at approximately 2000 West and 2400 West. As shown in the alternatives figures at the end of section 2, the DEIS represents the most extensive median placement that may occur. During final design, additional median openings may be included. Median placement would be coordinated with the local city planning and engineering departments during final design to determine appropriate access points so as to not inhibit future development and to reduce impacts to existing businesses and residences. However, as additional median openings may affect safety and traffic operations, the UDOT guidelines for mid-block openings will be followed. These guidelines establish minimum lengths between mid-block openings for major and minor arterials in current and projected urban areas.</p>
	Comments from Citizen Kim Criddle
	<p>Comments:</p> <p>I am all for a 2 lane road to be used primarily by the residents of the 114th Corridor. I am however completely against this oversized abortion. We built in this area for it's seclusion. If we wanted this we would have bought a condo downtown. This will bring noise, visible, and air pollution to an otherwise beautiful area. Further, you'll destroy property value for everybody other than WalMart. For once could you people show some allegiance to the residents of the state rather than big box retailers PLEASE DON'T DO THIS (Kim Criddle)</p>

	<p>Response:</p> <p>Based on the traffic analysis conducted for the EIS, for the Build Alternatives that include improvements to 11400 South, the roadway would need to be widened to two travel lanes in each direction in order to meet the project purpose and need for mobility improvements within the study area. The proposed typical cross section for 11400 South is 98 feet. This includes a 5-ft sidewalk, a 4.5-ft park strip, a 2.5-ft curb and gutter, and an 8-ft wide shoulder on each side of the roadway. There would be four 11-ft travel lanes and a 14-ft median or center turn lane.</p> <p>The noise study conducted for this EIS (included in Appendix H of the DEIS) identifies the noise impacts of each alternative and proposed mitigation measures. Under the bridge crossing alternatives, major visual impacts to the Jordan River floodplain area would occur in the 11400 South vicinity. Mitigation measures proposed to lessen the visual intrusion include painting the bridge and associated structures natural colors to lessen the contrast of the man made and natural elements, directing street lighting downward to avoid unnecessary lighting of the night sky, and adding decorative elements to the cut and fill walls and sound walls, such as patterned concrete. South Jordan and Draper Cities could provide betterment funds for decorative lighting, decorative elements, or landscaping in order to soften the visual impact of the new roadway and bridge. The air quality study (included in Appendix G of the DEIS) shows that for all the Build Alternatives air quality would improve slightly over the No Build Alternative because of the reduced congestion. There may be additional fugitive dust caused by construction activities related to both the project as well as to indirect development, but these would be short term and implementation of appropriate dust control procedures would be required.</p> <p>Property values are affected by mobility and traffic congestion. Residential property values tend to be driven down by more congested, busier roadways, while property values may increase if a peaceful setting is maintained while improving mobility for residents. Property values may also be adversely impacted by new roadway development.</p>
Comments from Citizen Kenneth Bayer	
	<p>Comments:</p> <p>Since its widening south of 10600 South (hooray!) north-bound I-15 currently has 4 general purpose lanes from Bangerter Hwy., through past 12300 South, up to 10600 South, where it shrinks to 3 general purpose lanes, only to immediately return to 4 general purpose lanes just north of that interchange. This rather curious configuration not surprisingly creates a bottleneck starting under the 10600 interchange and running south of it in the mornings. What a shame to have this bottleneck after doing such a nice job on the rest of the widening project.</p> <p>It seems to me to be an inexpensive and logical step to continue the 4th general purpose north-bound lane under the 10600 South interchange. This would make the freeway a true 4-lane (plus HOV lane) road from downtown to Bangerter Hwy. Modification of the road under the interchange could perhaps be most economically done when the work is done on the 11400 project, particularly since the feeder lanes on 10600 proper will be worked on.</p> <p>I plan to post this message on the general UDOT website also.</p> <p>ps: Extending Trax to Utah County would truly be the bomb, as you probably already know and as any commuter down here will confirm, but I guess it's too expensive. (Kenneth Bayer)</p>
	<p>Response:</p> <p>Mobility on I-15 is constantly evaluated by UDOT. This summer, UDOT is planning to add more capacity to the north bound exit ramp at 10600 South by adding an additional exit lane. This will improve I-15 mainline flow during peak hours. Additional improvements to I-15 may be considered in the future but are not part of the 11400 South evaluation.</p>
Comments from Citizen Karla Church	
	<p>Comments:</p> <p>I am a concerned homeowner who built my dream home to raise my family in with the understanding that there would be a 2 lane road (114 S.) at the most. I am worried about the property value going down. I am worried about the noise level. I am VERY worried about my children crossing a very busy road to go to and from school every day. There is a need for the west side development to be able to go north or south without having to drive all the way to I-15. We need more North and South roads on the west side not more huge roads going from the west side to I-15! (Karla G. Church)</p>
	<p>Response:</p> <p>South Jordan City preserved the 106 foot roadway corridor along 11400 South between River Front Parkway and Midas Creek for the development of a roadway. A corridor of this size is standard width for a four-lane facility, with a center turn lane or median. Developers knew of the city-planned roadway prior to construction of any homes in that neighborhood. The proposed typical cross section for 11400 South is 98 feet. This includes a 5-ft sidewalk, a 4.5-ft park strip, a 2.5-ft curb and gutter, and an 8-ft wide shoulder on each side of the roadway. There would be four 11-ft travel lanes and a 14-ft median or center turn lane. Based on the traffic analysis conducted for the EIS, for the Build Alternatives that include improvements to 11400 South, the roadway would need to be widened to two travel lanes in each direction in order to meet the project purpose and need for mobility improvements within the study area. A two-lane river crossing would not provide enough capacity for the demand.</p> <p>Property values are affected by mobility and traffic congestion. Residential property values tend to be driven down by more congested, busier roadways, while property values</p>

	<p>may increase if a peaceful setting is maintained while improving mobility for residents. Property values may also be adversely impacted by new roadway development.</p> <p>The noise study conducted for this EIS (included in Appendix H and summarized in Section 4.7 of the FEIS) identifies the noise impacts of each alternative and proposed mitigation measures.</p> <p>The signalized roadway intersections would include push buttons and pedestrian signals. School age children crossing at these intersections could safely do so by using the signalized crossings. Jordan School District identifies safe walking routes and crossing guard locations for students based on student population demographics and traffic concerns. School routes would have the appropriate legs marked with a school crosswalk and may also require a reduced-speed school zone with a Jordan School District crossing guard.</p> <p>Modeling of the future traffic conditions shows that many intersections and roadway segments will be at saturation by the year 2030, even after all planned roadway and transit projects in the study area have been completed. These planned projects, identified in the WFRC Long Range Transportation plan, include 12300/12600 South, 10400 South, Redwood Road, State Street, I-15, 700 East, Mountain View Corridor (listed as the Western Transportation Corridor), the Draper light rail extension, the Mid-Jordan light rail line, and commuter rail. This indicates a need to develop a transportation solution for the study area <u>in addition to</u> those planned projects. The Mountain View Corridor EIS is currently underway. The WFRC Long Range plan identifies this corridor as a six-lane north-south freeway facility at about 5600 West with segments scheduled to be constructed between 2013 and 2030. The Mountain View corridor project is planned independent of the alternative selected for the 11400 South EIS.</p>
	Comments from Citizen Kevin Church
	<p>Comments:</p> <p>WHY don't you finish 12600 and 10600 first and then do a study on traffic. I am not an idiot and there is no way you can do a study without having the traffic to study. I would like a no build on 11400 at present until the other 2 are done and then do a study. Also we were told by Mark Wooles the developer of the Ridge where we live and we were shown on a map and assumed if it came it would be no more than 2 lanes. You are going to destroy some of the highest end home property value in South Jordan by doing plan #4. Realistically, I know you will not take our comments into consideration and will do what you want anyway. I would recommend getting some better educated people to do these studies. Maybe someone who graduated from college! (Kevin Church)</p> <p>We are just one house off the proposed highway. The home has appraised for \$520,000. We were told when we got that that it wasn't going to go any more than two lanes, it showed us on the plans and everything. And all of a sudden we are getting four-lane highways. And it doesn't seem like we have a say. And we were also told that our road on Marco Polo Lane and -- by the developer -- would be blocked off if that road came through. And from the way it looks it's not going to be. So my concern is, I don't want this proposed four-lane increase, I would rather have a three-lane increase -- or not a three lane, but the two lane. I think it was No. 3. And I would like to see us not waste any more money trying to do that right now and finish 106th and 124th instead of wasting all this money on this road right now when we don't even know, can't do a study without actually collecting data from the traffic on the other highways. I think 106th needs to be done, and 126th needs to be done, and 114th should be left at two lanes. This has disrupted a lot of higher-end homes that have no idea what we're going to do. And we were told otherwise. (Kevin Church)</p>
	<p>Response:</p> <p>The traffic analysis of existing conditions for the 11400 South EIS evaluated what the study area roadway conditions will be after the construction activities to widen 12300/12600 South were complete and after 10400 South has been widened to four lanes as currently proposed. To account for current construction activities in the project area, traffic volumes on 12300/12600 South and 10400 South west of 1300 West came from data sources before construction activities (1999 and 2000, respectively). Other roads that were likely to be affected by construction activities, including the area surrounding 1300 West and 11400 South, were treated in the same manner, using 1999 traffic data as the base for 2003. This data was then factored for population growth to reflect 2003 volumes. To verify the data, traffic counts were recently conducted at the intersection of 1300 West and 11400 South. In addition, in response to several comments received, traffic counts were also collected along 11000 South. All traffic measurements and modeling conducted for the EIS accounted for the new 9800 South river crossing. The list of preparers for the EIS, including the traffic engineers and their qualifications, are included in Section 7 of the FEIS.</p> <p>South Jordan City preserved the 106 foot roadway corridor along 11400 South between River Front Parkway and Midas Creek for the development of a roadway. A corridor of this size is standard width for a four-lane facility, with a center turn lane or median. Developers knew of the city-planned roadway prior to construction of any homes in that neighborhood. Based on the traffic analysis conducted for the EIS, for the Build Alternatives that include improvements to 11400 South, the roadway would need to be widened to two travel lanes in each direction in order to meet the project purpose and need for mobility improvements within the study area. A two-lane river crossing would not provide enough capacity for the demand.</p> <p>Property values are affected by mobility and traffic congestion. Residential property values tend to be driven down by more congested, busier roadways, while property values may increase if a peaceful setting is maintained while improving mobility for residents. Property values may also be adversely impacted by new roadway development.</p>

Comments from Citizen Lane Proctor	
Comments:	I agree with the choice of Alternative 4. I would like to suggest a close partnership with whom ever it takes to provide a parking lot by the Jordan River on both 10600 South and 11400 South. With all of that equipment and talent working on that project, a coordinated effort ought to be made to finish the Jordan River Parkway trail from 10600 to 11400. This might be a positive image for those effected living in those areas. The cost to go back after the fact makes it to expensive. Thanks for your time, I'll bet grants and parks money could be found to cover that small cost with the lead time you have. (Lane Proctor)
Response:	The proposed 11400 South roadway and bridge would accommodate the Jordan River Parkway trail by providing both pedestrian/equestrian and wildlife crossings under the roadway. A separate pedestrian bridge located adjacent to the roadway bridge would provide a link to trail facilities on each side of the river and provide east side residents with greater access to recreational facilities in place near 11200 South. The proposed action does not include providing parking lots at 10600 South and 11400 South. However, there is a parking lot at approximately 11200 South to accommodate parkway trail users. The parkway trail is already complete on the west side of the river from 10600 South to just south of 11400 South.
Comments from Citizens Lloyd and Neva Jones	
Comments:	<p>Please reconsider your plans to alter 11400 So. to a 4 lane Highway. This is a residential area with many children having to cross a "freeway" to go to school. We are in agreement that an improvement in some widening can be a benefit, but to carry out plan "4"? is not only harmful it is dangerous. With "3" churches right on this road with the median there would be no "turn in", creating a dangerous traffic hazard and back up.</p> <p>This area is not a commercial area but a neighborhood with families and children who have walked these streets in safety and calm, now are faced with heavy traffic at high speeds, in my and all my neighbors opinion is a recipe for eventual disaster.</p> <p>Why not improve 10400 So first and 12600 to see how traffic flow is improved before taking such drastic measures to disrupt our homeowners and families lives and property. (Lloyd and Neva Jones)</p>
Response:	<p>Based on the traffic analysis conducted for the EIS, for the Build Alternatives that include improvements to 11400 South, the roadway would need to be widened to two travel lanes in each direction in order to meet the project purpose and need for mobility improvements within the study area. A two-lane river crossing would not provide enough capacity for the demand.</p> <p>The signalized roadway intersections would include push buttons and pedestrian signals. School age children crossing at these intersections could safely do so by using the signalized crossings. Jordan School District identifies safe walking routes and crossing guard locations for students based on student population demographics and traffic concerns. School routes would have the appropriate legs marked with a school crosswalk and may also require a reduced-speed school zone with a Jordan School District crossing guard.</p> <p>In response to comments received, median openings have been included in the FEIS for the two churches located along 11400 South at approximately 2000 West and 2400 West.</p> <p>The proposed 11400 South corridor has a design speed of 45 miles per hour. The posted speed is typically lower than the design speed. UDOT routinely conducts studies to determine what the traffic typically travels on a given roadway and may adjust speed limits accordingly. One possible enforcement measure included in the DEIS for the speed limit on this roadway is the permanent installation of a device that measures and displays the speed of passing cars while also displaying the speed limit for the road.</p>
Comments from Citizen Paul Shoemaker	
Comments:	I am opposed to this project mainly because it does not fit the Parkway Palisades neighbor in terms of the quality of the neighborhood. The project is also not needed at this time and money could be used for much needed items like education. If this project does go through, all I ask is the making of the road is consistent with the upscale neighborhood of Parkway Palisades. Rock walls, lots of trees, noise reduction, etc .. (Paul Shoemaker)
Response:	<p>The construction of the 11400 South corridor would have adverse impacts to neighborhoods. Some mitigation measures identified in the FEIS to reduce negative on community cohesion include improving pedestrian facilities (such as sidewalks and crosswalks), replacing fencing and/or vegetative screens, providing comparable housing in the instances of relocations, providing noise barriers where warranted, and enforcement of traffic speed limits.</p> <p>The Federal Highway Administration (FHWA) requires that UDOT develop proposed transportation solutions based on the long-range traffic model. The WFRC 2030 model is the</p>

	<p>most current long-range traffic model available for the 11400 South project. Roadway and intersection capacity issues happen gradually, over time, and would not arrive suddenly at a given point in time between now and 2030. The long-range planning approach is a proactive approach to identifying problems, generating solutions, and implementing a preferred solution to meet year 2030 needs.</p> <p>Based on the noise analysis conducted for this EIS, the areas that qualify for noise walls along 11400 South are between River Front Parkway and Marco Polo Drive. During the public comment period for the FEIS, the affected residents that qualify for noise walls will be able to vote on whether they want noise walls or not. Per UDOT's Noise Abatement Policy, noise abatement will only be considered if the combination of 75% of the impacted front row receivers and 67% overall (including front row receivers) of the impacted residents/land owners who receive a minimum 5 decibel reduction vote, through balloting, in favor of the abatement. If noise walls are to be installed, UDOT will work with the affected residents and South Jordan City during final roadway design to determine the design of the noise walls.</p> <p>Under the bridge crossing alternatives, major visual impacts to the Jordan River floodplain area would occur in the 11400 South vicinity. Mitigation measures proposed to lessen the visual intrusion include painting the bridge and associated structures natural colors to lessen the contrast of the man made and natural elements, directing street lighting downward to avoid unnecessary lighting of the night sky, and adding decorative elements to the cut and fill walls and sound walls, such as patterned concrete. South Jordan and Draper Cities could provide betterment funds for decorative lighting, decorative elements, or landscaping in order to soften the visual impact of the new roadway and bridge.</p>
Comments from Citizen Timothy Clark	
Comments:	<p>I reside 11419 South 480 East in Draper. My proper is distanced from 11400 by a sidewalk and fence. Traffic is heavy and increasing. Noise from the road is steady all day and sometimes all night. My concern is the increase in heavy truck traffic which will flow from I-15 through the residential area if the proposed off ramp is constructed. My second concern is the current abuse of speed limits by car, motorcycle, truck drivers. I can only imagine congestion and noise will increase. Widening the road West of I-15 is enough. 10600th and 12300 are my access to I-15 and my return route, these are primary business routes. What is proposed for noise abatement through my residential area? What study has been done to measure increase in total traffic ? What do studies show regarding rate of speed? I takes minutes at times to leave my subdivision and enter traffic on 11400 and I likewise sit in the turn lane for to much time at times to return to my residence. Please reconsider not placing an interchange at I-15-11400 South. Leaving or accessing I-15 is not a problem with the current interchange system. Respectfully submitted (Timothy Clark)</p>
Response:	<p>Per UDOT's noise policy, a traffic noise impact is defined as occurring when noise levels in residential areas reach or exceed 65 decibels or are increased by ten decibels or more over the existing levels as a result of the project being constructed. A noise analysis was conducted for this EIS to examine existing and year 2030 traffic noise conditions along affected routes resulting from the No Build Alternative and the four Build Alternatives. Based on the analysis, impacted receivers and locations along each affected corridor that qualify for noise abatement were identified. These locations are presented in the FEIS in Section 4.7.1 and summarized in Table 4-13. The area in the vicinity of 480 East does not qualify for noise walls under this proposed project.</p> <p>The proposed 11400 South corridor has a design speed of 45 miles per hour. The posted speed is typically lower than the design speed. UDOT routinely conducts studies to determine what the traffic typically travels on a given roadway and may adjust speed limits accordingly. One possible enforcement measure included in the DEIS for the speed limit on this roadway is the permanent installation of a device that measures and displays the speed of passing cars while also displaying the speed limit for the road.</p>
Comments from Citizens Wendy and Wayne Penrose	
Comments:	<p>A median would inhibit coming in and out of our neighborhoods and churches- The road planned is way TOO wide. This road doesn't need to be a commercial or industrial roadway 106th and 126th serve those purposes. Many people use 114th to walk, exercise, and ride horses (as it is right next to an equestrian park.) Have bike and walking paths been planned in? Many, many children live here and need cross this road to go to school and church. Bangerter serves the purpose for commuters to Day Break. (Wendy and Wayne Penrose)</p>
Response:	<p>UDOT installs medians on principal and minor urban arterials to improve safety. Studies have shown that raised medians prevent crashes caused by crossover traffic, reduce headlight glare, and provide pedestrian protection. Raised medians have been associated with less right angle, sideswipe, head on, and rear end collisions. Raised medians also allow pedestrians to cross the road in two segments rather than one, giving them less distance to travel before reaching a safe zone. For these reasons, raised medians will continue to be shown on all corridors. However, in response to comments received, median openings have been included in the FEIS for the two churches located along 11400 South at approximately 2000 West and 2400 West. As shown in the alternatives figures at the end of section 2, the DEIS represents the most extensive median placement that may occur. During final design, additional median openings may be included. Median placement would be coordinated with the local city planning and engineering departments during final design to determine appropriate access points so as to not inhibit future development and to reduce impacts to existing businesses and residences. However, as additional median openings may affect safety and traffic operations, the UDOT guidelines for mid-block openings will be followed. These guidelines establish minimum lengths between mid-block openings for major and minor arterials in current and projected urban areas.</p>

	<p>Based on the traffic analysis conducted for the EIS, for the Build Alternatives that include improvements to 11400 South, the roadway would need to be widened to two travel lanes in each direction in order to meet the project purpose and need for mobility improvements within the study area. The proposed typical cross section for 11400 South is 98 feet. This includes a 5-ft sidewalk, a 4.5-ft park strip, a 2.5-ft curb and gutter, and an 8-ft wide shoulder on each side of the roadway. There would be four 11-ft travel lanes and a 14-ft median or center turn lane. Striped bike lanes would be incorporated into the roadway shoulder. While riding horses along 11400 South may be more difficult, the alternatives that include a new river crossing also provide new pedestrian/equestrian access to the Jordan River Parkway trails. The 11400 South bridge has been designed to be at least 10 feet high to allow horses to travel pass under.</p> <p>The signalized roadway intersections would include push buttons and pedestrian signals. School age children crossing at these intersections could safely do so by using the signalized crossings. Jordan School District identifies safe walking routes and crossing guard locations for students based on student population demographics and traffic concerns. School routes would have the appropriate legs marked with a school crosswalk and may also require a reduced-speed school zone with a Jordan School District crossing guard.</p>
Comments from Citizen Doug Scheel	
Comments:	<p>I believe we have to act NOW and provide better east / west access. With the continued growth in the southwest quadrant, action is imperative. If we have better access with the main artillary roads (10400 S; 11400 S; and 12300 S) the area would be better maintained by utility companies and service providers. The roads would be cleaner from obstructions and debris. I vasilate between Option 1 and Option 4. It seems as if the thinking is: If the traffic reaches I-15 the worries are over. Step two in the process should be to incorporate an additional north / south artery further west or another belt rout, thus eliminating the need for on and off ramps to I-15 at 11400 South. I understand the impact to some existing businesses and some residential would be a burden. The set-back requirements from our city and county government have been inadequate on collector roads. We need to open up the access now on the collector roads by moving forward with Option 1, or at least Option 4. Thank You. (Doug Scheel)</p>
Response:	<p>All the Build Alternatives improve mobility over the No Build Alternative by reducing the number of critical intersections operating at or over capacity in the year 2030. However, only Alternative 4 (which includes an interchange at 11400 South) improves mobility on I-15 over the No Build Alternative. The other Build Alternatives actually would make mobility on I-15 worse than the No Build Alternative. This decreased mobility is because Alternatives 1, 3A, and 7 (without an interchange) all improve capacity on the east-west arterials and allow more traffic to reach I-15, yet they do not increase the opportunity for traffic to get onto or off of I-15 within the study area. Without a new interchange, the additional freeway traffic would need to continue traveling along I-15 to one of the existing interchanges, thereby increasing congestion on the freeway between those interchanges. Alternative 4 (with a new interchange) spreads out the ability to access I-15. In addition, the new interchange provides the southbound on-ramp at 10600 South with an auxiliary lane between 10600 South and 11400 South to reduce the on- and off-ramp conflicts in this area.</p> <p>The Mountain View Corridor (also referred to as the Western Transportation Corridor) is identified in the WFRC Long Range Transportation Plan as a six-lane north-south freeway facility at about 5600 West with segments scheduled to be constructed between 2013 and 2030. The Mountain View corridor project is planned independent of the alternative selected for the 11400 South EIS.</p>
Comments from Citizen Julie Firzgerald	
Comments:	<p>I wanted it to go on record, on Bangerter, I recommend on Bangerter we have an acceleration or merge lane heading north and south. I'm suggesting a light on 3600 and 114th South. And possibly shaving the hill down off of 114th and 3600. (Julie Fitzerald)</p>
Response:	<p>Alternative 4 includes improvements for the 11400 South / Bangerter Highway intersection. These improvements will provide for adequate opportunities to ingress and egress Bangerter Highway. Our traffic data for the 11400 South / 3600 West intersection does not show the need to provide a traffic signal at this location. However, future development could change conditions and at such time the intersection would undergo further analysis to determine if improvements would be required.</p> <p>As part of the widening of 11400 South under the proposed alternatives, the crest of the hill near 3600 South would be lowered to meet the sight distance standards followed by UDOT.</p>
Comments from Citizen Otto Jones	
Comments:	<p>I would just like to go on record as expressing my concern about the number of miles of road that is 106 feet or wider designed for South Jordan. According to my interpretation of the transportation plan, there is currently 34 miles of road either in or designed to be within the boundaries of South Jordan. That translates into 68 miles of South Jordan property that will face a road of 106 feet or wider. And for a community that is primarily an upper-socioeconomic level community with primarily residential dwellings, that is, in my mind, the kiss of death for families and neighborhoods. The wide roads invite high-density housing, low income occupants with high turnover rates, they invite strip malls with high vacancy</p>

	<p>rates, lots of open property with weeds. And consequently the property would invite people more inclined to have problems within society, especially youth and gangs, therefore driving the security of those who have made investments in the community to raise their families down. Property values will go down, and South Jordan as a community, that is one of the most affluent communities in the entire state, would be compromised severely. So my recommendation is that Redwood Road be completed as UDOT has designed, but that any road widening within the boundaries of the community be held to no more than 80 feet, to be painted as to accommodate as much traffic flow as possible. But in looking at the fact that in a week we have 68 hours -- that's 24 hours a day, 7 days a week -- only about 20 hours a week do we have a transportation problem during the period of time that we call rush hours. So actually what we do is an overkill to accommodate traffic at the expense of families and neighborhoods for the remainder of the week. My feeling is that we need to reestablish priorities, maintain our communities and our neighborhoods and our families, cut costs, unnecessary costs, for widening roads beyond what they need to be. Unfortunately, that only accommodates road builders and perhaps people interested in building high-density houses and strip malls. And once that's done and those people leave, South Jordan has to live with what's left. And I think that if the State is as concerned about cash flow as I think it is, and rightfully should be, we should cut costs wherever possible and, if available, divert those costs into areas like education. (Otto Jones)</p>
	<p>Response:</p> <p>Based on the traffic studies conducted for the EIS, two lane roadways would not provide sufficient capacity to address the mobility problems within the study area. If lanes were striped to accommodate four travel lanes within 80 feet, the roadway safety would be compromised because it wouldn't accommodate the required medians and shoulders for vehicle safety, and/or sidewalks and park strips for pedestrian safety.</p>
Comments from Unknown Citizen	
	<p>Comments:</p> <p>I think they should leave 114th South as it is. That's all. They will have 123 done someday and 106th, and that could carry the traffic. We have got a lot of animals and kids and too many people right now going too fast in front of the house right now in a 35 miles per hour. Also 15 years ago wetlands meant something, now they don't seem to. We have got the river, but that's just about it. We live close to 114th and 7th West. And traffic is thick enough as it is. (Unknown)</p>
	<p>Response:</p> <p>Modeling of the future traffic conditions shows that there will still be a need for mobility improvements within the study area, even after all planned roadway and transit projects in the study area have been completed. These planned projects, identified in the WFRC Long-Range plan, include 12300/12600 South, 10400 South, Redwood Road, State Street, I-15, 700 East, Mountain View Corridor, the Draper light rail extension, the Mid-Jordan light rail line, and commuter rail.</p> <p>The proposed 11400 South corridor has a design speed of 45 miles per hour. The posted speed is typically lower than the design speed. UDOT routinely conducts studies to determine what the traffic typically travels on a given roadway and may adjust speed limits accordingly. One possible enforcement measure included in the DEIS for the speed limit on this roadway is the permanent installation of a device that measures and displays the speed of passing cars while also displaying the speed limit for the road.</p> <p>Alternative 4 would result in the loss of less than 1/3 acre of jurisdictional wetlands. Mitigation measures identified in the FEIS include wetlands replacement near the study area.</p>
Comments from Citizen Jerry Taylor	
	<p>Comments:</p> <p>My concerns with this proposal are, number one, we are going to lose quite a bit of property when they widen towards our house here (indicating), according to the diagram we are losing quite a bit. And another really strong concern is Waterside Road was originally supposed to be closed, it was supposed to be an electric gate for emergency vehicles only. That's what UDOT told the developer, that he could not use that for his development there, he had to build a bridge across the canal further south and further west, which is what he did. This was all well and good. People started moving into the new houses he built, the road was closed, emergency access only. Then one of the residents, one of the new residents, wanted it open, they didn't want to drive all the way around across the canal and go out that way, they knew somebody in the right place that was able to pull strings and get the road opened.</p> <p>One-way traffic only, supposedly, going southbound off 114th. Well, nobody seems to notice that it is one way, people go both ways, and it is an accident waiting to happen. And we are afraid we are going to be in it when it does happen because we are in and out of there all the time, that is our access. That's the only access we have. We have a right of way to go in and out there, but nobody else does have a right of way to go northbound on Waterside Road. So if this proposal goes through we strongly urge UDOT or the City or whoever is in charge to close this Waterside Road back up, it should be closed just like UDOT originally said. It doesn't line up with 2200 West, so it should be closed and there should be an electric gate there, like they said, just for emergency vehicles to get through.</p> <p>That is my main concern. It's just a safety hazard. Alternative No. 4. From what I can see No. 4 is what they're going to do. It seems pretty obvious. (Jerry Taylor)</p> <p>The other concern that I almost forget about is the bridge crossing Jordan River at 114th. I have done a lot of work in the past few years down there restoring migratory songbird habitat in an area. And it's really touch and go for these species of birds we are trying to preserve. If we have another bridge at 114th it's going to just further impact these birds.</p>

	We have worked hard to try to promote their being able to propagate here in this area. (Jerry Taylor)
	<p>Response:</p> <p>UDOT works with affected property owners for both partial and total property acquisitions. If property remaining after a partial property purchase is determined to have little value or utility, UDOT policy is to offer to purchase the remainder. In the case of partial property acquisitions, if remaining property suffers a loss in value, damages would be paid.</p> <p>Currently 11400 South in the vicinity of Waterside Road is owned by South Jordan City. The city is responsible for any access issues at this location. If 11400 South is to be expanded as part of the 11400 South EIS project, UDOT would evaluate the access/one-way issues associated with Waterside Road during final roadway design. UDOT would maintain the one-way access if appropriate and would install the necessary signage and median openings to accommodate the roadway.</p> <p>To address impacts on riparian/urban forest and wetlands habitat due to a proposed new river crossing at 11400 South, mitigation measures identified in the FEIS include: wetlands replacement, a revegetation plan, habitat replacement and/or enhancement within the study area, noxious weed control, providing cover for small animals passing under the bridge, directing bridge lighting downward, avoiding construction during nesting seasons, conducting raptor nest surveys, and conducting special status species surveys.</p>
Comments from Citizen Delores Taylor	
	<p>Comments:</p> <p>Our major concern is because those roads do not line up, 2200 West and our road, 2211, which is Waterside Road, they do not line up. When we try to access our property it's like every one runs the opposite ways on a one-way street, we can't even get into the property sometimes. I can't tell you how many times I have almost been hit by people going the wrong way on the one-way road. And it's just become such a hazard.</p> <p>And I know people in our neighborhood, at least 12 of the people in that direct area, wanted the road closed off. The City, after they said, "Well, it's open now, it's going to stay open," regardless of concerns of the neighborhood or the neighbors or the people living there. And I just don't think it's right that the City can just arbitrarily say "No, you can't have it." And if UDOT takes over this property and roadway, whose responsibility is it to take care and make sure that this is not a deathtrap like it's going to become. We were told by Kremer, or Mr. Kremer, that Mat Christensen of UDOT Region 2 is the person that would take a look at this development, or maybe even sooner, because if they do take over and it becomes a UDOT or state highway roadway, then they will be taking a look at this.</p> <p>We just want to make sure it gets in the right hands so that our concerns are addressed and that the problems are taken care of before the road goes in. (Delores Taylor)</p>
	<p>Response:</p> <p>Currently 11400 South in the vicinity of Waterside Road is owned by South Jordan City. The city is responsible for any access issues at this location. If 11400 South is to be expanded as part of the 11400 South EIS project, UDOT would evaluate the access/one-way issues associated with Waterside Road during final roadway design. UDOT would maintain the one-way access if appropriate and would install the necessary signage and median openings to accommodate the roadway.</p>
Comments from Citizen Dave Rawlins	
	<p>Comments:</p> <p>My comment is that most of my neighbors -- well, first, most of the neighbors in Parkway Palisades and The Ridge there prefer not to have 114th South go through our neighborhood, but if the -- if it happens to come through, we would prefer that Janalynn be blocked off at the intersection of 114th South and Janalynn and have the only intersection in the neighborhood be at Riverfront Parkway. (Dave Rawlins)</p>
	<p>Response:</p> <p>The DEIS states that UDOT would consider making Chapel View Drive (aka Janalynn Drive) a dead end street with a possible pedestrian underpass if it were something the residents in the area wanted to pursue. South Jordan City would need to be involved in these discussions as well.</p>
Comments from Unknown Citizen	
	<p>Comments:</p> <p>We Feel that the proposed 114th Interchange and 114th high speed road is a total waste of tax payers money. We are very concerned that the addition of this road will ruin our community. We also feel that the wet lands along the jordan river and its tributaries will be destroyed for ever. The added noise, air and water polution will benifit no one. This is a community that enjoys its farm animals, wildlife and semi rural atmosphere, the addition of this highway will destroy this area along with the property values for ever. We feel that the 123rd south or 106th south would be a much more sensible alternative. After all these highways already exist and would probably be a more cost effective alternative. (Unknown)</p>
	<p>Response:</p> <p>Based on the comparative analysis of alternatives presented in the EIS, Alternative 4 has been recommended as the preferred alternative. It offers the greatest mobility improvements and economic benefits within the study area and impacts less than 1/3 acre of jurisdictional wetlands. It results in the least number of home and business</p>

	<p>relocations and the least number of impacts to Section 4(f) resources (i.e. historic and recreational properties) of all the build alternatives. In addition, it is the least costly of all the Build Alternatives.</p> <p>Alternative 4 would result in the loss of less than 1/3 acre of jurisdictional wetlands. Mitigation measures identified in the FEIS include wetlands replacement near the study area. The noise study conducted for this EIS (included in Appendix H of the DEIS) identifies the noise impacts of each alternative and proposed mitigation measures. The air quality study (included in Appendix G of the DEIS) shows that for all the Build Alternatives air quality would improve slightly over the No Build Alternative because of the reduced congestion. There may be additional fugitive dust caused by construction activities related to both the project as well as to indirect development, but these would be short term and implementation of appropriate dust control procedures would be required. As shown in the DEIS, none of the Build Alternatives would cause a water quality concern or a violation of state water quality standards.</p> <p>Property values are affected by mobility and traffic congestion. Residential property values tend to be driven down by more congested, busier roadways, while property values may increase if a peaceful setting is maintained while improving mobility for residents. Property values may also be adversely impacted by new roadway development.</p>
Comments from Citizen Mindee McKee	
	<p>Comments:</p> <p>My concern is how S.J. City could have granted building permits over the past 10 years to developers to build ½ million dollar homes, knowing outright that this road would devalue their property. We as homeowners have been lied to by developers/builders and deceived by S.J. City. Where does the responsibility lie... I have lost respect for city officials who are more interested in \$\$ as the top priority in this matter. I am in great opposition of a 4 lane highway in my back yard. What has happened to a two lane road, which was in the initial platte which developers proposed to the buyers. This type of roadway should have much more open space for the average neighbor hood. And what about the safety of the school children crossing it to the Elementary school on 1300 W. Maybe the city should approve another over pass like they did on 104th and 1300. Now that was a bright idea. NO on Alt. 4, 1, 7. Yes on Alt 3A (Mindee McKee)</p>
	<p>Response:</p> <p>South Jordan City preserved the 106 foot roadway corridor along 11400 South between River Front Parkway and Midas Creek for the development of a roadway. A corridor of this size is standard width for a four-lane facility, with a center turn lane or median. The 11400 South roadway design includes a 98 foot cross section. Developers knew of the city-planned roadway prior to construction of any homes in that neighborhood.</p> <p>1300 West is currently signalized and River Front Parkway would be signalized if 11400 South were constructed. These intersections would include push buttons and pedestrian signals. School age children crossing at these intersections could safely do so by using the signalized crossings. Jordan School District identifies safe walking routes and crossing guard locations for students based on student population demographics and traffic concerns. If the intersection of Marco Polo Lane and 11400 South is maintained as a school route, it would have the appropriate legs marked with a school crosswalk and may also require a reduced-speed school zone with a Jordan School District crossing guard.</p>
Comments from Citizen Dee Allison	
	<p>Comments:</p> <p>I have lived at the above address since June, 1988 and have seen 114th So go from a small country road to a busy 2-lane highway. I am very much AGAINST the Proposed DOT So Interchange. It will make our horse County address seem like we are living in the middle of a large city – the change in the last 16 years makes my getting on 114th S. quite difficult. Cars coming and going and I can no longer ride my horse on the busy street like I used to. I know things change but this is horse county and I want it to remain horse county. I am very concerned about my large animal rights and their safety. The county has forced us to put in a sewer that we did not need where I live and I am paying the City of S' Jordan a monthly fee for street lights that I do not have? A new on and off ramp is probably being added so large companys like Wal-mart will have easy excess to these businesses which we do not need in the area. Build a nice 4 lane highway with a 45 MPH speed limit will handle this area fine – I will not have access to a red light which will be super dangerous – didn't build it B/L they will not come? (Dee Allison)</p>
	<p>Response:</p> <p>The southern Salt Lake Valley is one of the fastest growing areas in the state of Utah. According to the Governor's Office of Planning and Budget, total population within the study area cities (Draper, Sandy, South Jordan, and Riverton) is expected to increase by 90 percent in the year 2030 over 2000 population numbers. Maintaining the current quality of life includes objective measures such a public safety, community economic vitality, and access to employment and income opportunities. It also includes subjective measures such a community values, levels of satisfaction with community conditions, and attachment to the community. In order for the objective measures and many of the subjective measures to be met, the necessary tax base to support economic development is needed to provide services to city residents. The cities within the study area have identified both mobility improvements and economic development as necessary elements to maintain, protect, and improve the overall quality of life within the study area.</p> <p>The construction of the 11400 South corridor would have adverse impacts to neighborhoods. Some mitigation measures identified in the FEIS to reduce negative on community cohesion include improving pedestrian facilities (such as sidewalks and crosswalks), replacing fencing and/or vegetative screens, providing comparable housing in the instances of relocations, providing noise barriers where warranted, and enforcement of traffic speed limits. While riding horses along 11400 South may be more difficult, the alternatives that</p>

	<p>include a new river crossing also provide new pedestrian/equestrian access to the Jordan River Parkway trails.</p> <p>The proposed improvements to 11400 South include a frontage road that would allow the residents in the vicinity 11400 South and 700 West a signalized access to their neighborhoods for both pedestrians and vehicles. The frontage road would allow residents to turn safely onto 11400 South at a new traffic light on 700 West.</p>
Comments from Citizens Peggy and Larson Ingersoll	
Comments:	<p>I am totally opposed to making 11400th South wider than one line going both ways with possibly a turn lane down the middle. This is a RESIDENTIAL AREA. The City and State should have to live with the decisions made just a few short years ago!!!! I live in a subdivision north of 11400th South and 2480 West. It was developed just 12 years ago. Even at that time, we heard that there would be a large development on Kennecott property. It's interesting that this is all a big surprise to the City of South Jordan. Just 6 years ago, Charter Point was developed south of 11400th South and about 24th West. Because of decisions made by South Jordan, there are 3 homes that I am aware of – 2 in Charter Point and one in our subdivision that backs up to 11400th south that will be taken out. This is \$1,000,000.00 of taxpayer money that will be used because of stupidity. This decision was made and the City, and State should have to live by it. I object to my tax money being used to correct somebody's mistake. In both cases, the subdivisions could have been moved back just a few feet and 3 families would not have to have their homes taken. City and State Governments would have to be accountable for their decisions. They make mistakes and use OUR money to correct them.</p> <p>When I-15 was developed, they chose NOT to put in an interchange at 11400th South. This was due to the excessive expenses of doing so. WHAT HAS CHANGED!!! It has just gotten more expensive! It is my understanding that all this expense is to accommodate new homes at Day Break. They have many options! There is 12600th South, 10600th South AND 90th South which ALL have recently been widened. There will ALSO be a new road on the west side of their development. They can leave 10 minutes earlier or 10 minutes later or go a different way. Because of the tremendous expense to convert 11400th South to a major road THROUGH A RESIDENTIAL AREA AND THROUGH A SWAMP is a ridiculous plan. Why don't you imagine that the money you are spending is YOUR money out of YOUR wallet instead of tax money!!!! Your decisions would be much different!</p> <p>Of course, there are all the new large stores that are going in on the corner of 11400th south and Bangerter that we have to get the people to so they can spend money that the City can collect taxes on. Even though these stores are not needed, it doesn't matter the expense it takes to be sure the "people" can get there to spend their money. It would really be nice if the "government" City and State would put important matters ahead of just putting money in their pockets to waste! There are many ways to get to this corner other than 11400th South and Bangerter!</p> <p>I am also totally opposed to putting cement barriers in front of the two Churches on 11400th South. The Churches are used on Sunday and in the evenings NOT during the usual heavy traffic times. Not allowing cars to go both directions would cause more accidents and problems in the surrounding subdivisions. THIS IS A RESIDENTIAL AREA. (Peggy Larson-Ingersoll)</p>
Response:	<p>Modeling of the future traffic conditions conducted for the EIS shows that there will still be a need for mobility improvements within the study area, even after all planned roadway and transit projects in the study area have been completed. These planned projects, identified in the WFRM Long-Range plan, include 12300/12600 South, 10400 South, Redwood Road, State Street, I-15, 700 East, Mountain View Corridor (a north-south facility), the Draper light rail extension, the Mid-Jordan light rail line, and commuter rail. Based on the traffic analysis, for the Build Alternatives that include improvements to 11400 South, the roadway would need to be widened to two travel lanes in each direction in order to meet the project purpose and need for mobility improvements within the study area.</p> <p>The southern Salt Lake Valley is one of the fastest growing areas in the state of Utah. According to the Governor's Office of Planning and Budget, total population within the study area cities (Draper, Sandy, South Jordan, and Riverton) is expected to increase by 90 percent in the year 2030 over 2000 population numbers. Draper, Riverton, Sandy, and South Jordan are all actively seeking new commercial and retail expansion to provide a tax base to support services for their increasing populations. Whether or not 11400 South is constructed, growth within the study area will continue.</p> <p>In response to comments received, median openings have been included in the FEIS for the two churches located along 11400 South at approximately 2000 West and 2400 West.</p>
Comments from Citizen Dan Ingersoll	
Comments:	<p>I have owned a house located on the south side of 11400th south for the last 5 years. The house is located on 11400th south with $\frac{3}{4}$ of an acre on the south end on 2510 West. Two years ago I got married and moved into my wife's home 2 blocks away. Within six months, I was ready to sell this home.</p> <p>What a joke!!!! As I would have to subdivide the house from the vacant lot, I went to South Jordan to accomplish this. They wanted me to provide a 100% cash bond to put curb, gutter and sidewalk in front of the home on 11400th South and bury the electrical lines. This is ridiculous as all this would be done when the street was widened. Why should I have to give this amount of money to South Jordan when this work would be done and paid for by either the State or Federal government for all other property owners on the street. They also wanted me to GIVE to them an unknown amount of MY property on 11400th south before they would subdivide my property. I feel what they were trying to do to</p>

	<p>me was totally dishonest.</p> <p>Selling this house is totally out of the question because of the uncertainty of how much of the front yard of the home would be TAKEN. I showed the home in June of this year to a couple who loved the home and wanted to buy it. However, because they could not get a straight answer about how much of the front they would have to give up, the sale has not taken place. As the house has been empty for 2 years, I have no other choice but to rent it.</p> <p>I am totally against making 11400th a major street. This is a residential area. To put people out of their homes is totally ridiculous to accommodate another area when they have so many other options.</p> <p>Has any body ever thought of making some of the major streets that are not through residential areas one-way. That is one-way going east in the mornings between 7:00 a.m. and 9:00 a.m. and going west between 5:00 p.m. and 7:00 p.m. I have been in other cities that do this and it works very well!</p> <p>I am, also, TOTALLY OPPOSED to putting in cement barriers in front of the two Churches on 11400th south. The Churches are used on Sunday and in the evenings NOT during the usual heavy traffic times. Making it impossible for cars entering and exiting the Church to go the direction they need to go, will cause many more problems in the surrounding subdivisions when people have to turn around to go in the direction they need to go. THIS IS A TOTALLY RIDICULOUS IDEA!!!! (Dan Ingersoll)</p>
	<p>Response:</p> <p>Upon request, UDOT will provide property owners information regarding the estimated right-of-way that would be required for roadway development under each of the Build Alternatives.</p> <p>Many alternatives were evaluated for this EIS. Based on the comparative analysis of alternatives presented in the EIS, Alternative 4 has been recommended as the preferred alternative. It offers the greatest mobility improvements and economic benefits within the study area and impacts less than 1/3 acre of jurisdictional wetlands. It results in the least number of home and business relocations and the least number of impacts to Section 4(f) resources (i.e. historic and recreational properties) of all the build alternatives.</p> <p>Roadways that utilize reversible lanes to handle peak flow of traffic can be a very effective way to move traffic within constrained right-of-way. One of the important conditions for this type of solution is that the directional split of east-west traffic on 10600 South and/or 12300 South would have to be very extreme. In other words, an overwhelming percentage of traffic would have to be traveling eastbound in the morning and westbound in the afternoon / evening. This is not the case on 10600 South and 12300 South. At best, there is a 60% / 40% split of east-west traffic using these facilities during peak times which eliminates this method of moving traffic from consideration. . Another consideration would be that the center median would be eliminated to preclude left-turns and it may be necessary to install a movable barrier wall to adjust to changes in traffic flow.</p> <p>In response to comments received, median openings have been included in the FEIS for the two churches located along 11400 South at approximately 2000 West and 2400 West.</p>
Comments from Unknown Citizen	
	<p>Comments:</p> <p>I feel that the proposed projects negatively impact my family and my neighbors in the following ways: safety, inconvenience, pollution (noise, water, air, light). being physically isolated from our friends and neighbors, and negative impacts on our property values. We would receive very little benefit from this project and are being asked to shoulder so much of the negative impact. It doesn't seem fair to me. Someone must be benefiting from it - possibly someone with a lot of pull who could benefit financially. This isn't fair. It is obvious to me that it will not solve the problem of over crowding on our streets and freeways. With all the new growth on the West side of the valley our major concern should be with figuring out a way to move those people north and south. Bangerter highway is not an efficient way to go north and south at the present time (it is only about as efficient as State Street is). If we had an efficient way to go north and south on the west side there would be so much less traffic going east and west from people trying to get to I-15 that 10600 S. and 12300 S. could probably keep up the way they are and definitely if they were widened one more time. This would leave commercial where commercial already is and leave some rural areas for living in. At the 11400 S. open house in November, UDOT was showing alternative 4 as the best alternative and claiming that the positive impacts outweigh the negative impacts. As I see it we get very little of positive impacts and the negative impacts on our area would be very great. The proposed plan would make it almost impossible for us to pull on to 11400 S. east bound from 445 W. especially if we are pulling a trailer of any kind which we and our neighbors do all the time (at least a couple of trailers a day). UDOT suggests that in order to go east we pull onto 11400 s. heading west, and pull into the proposed frontage road to turn around in a residential area where children play and wait for the bus, then we could pull onto 11400 S. at the light finally headed east. This doesn't sound very safe to me. As I understand it 445 W. will dump onto 11400 S. after the crest of the hill. They are proposing to raise the Railroad up a little and take 11400 under it like it is on 12300 S. The speed that traffic will be going under the railroad and up the hill they will not see the people pulling out of 445 W. nor will we be able to see them as we are trying to pull out. This sounds dangerous to me. This is also the corner where our children stand to wait for the bus. It is already a dangerous place for them but this would make it so much worse. Connecting 445 W. to the frontage road that has been suggested would make it safer for the school kids, safer for us to get onto 11400 east and west bound and it would also make it so that we weren't as isolated from our neighbors. I would like to see the project reconsidered. I do not think an interchange on 11400 will benefit anyone enough to offset its cost. And, making 11400 S. into a major east/west route doesn't solve the real problem. The real solution would be in figuring out an efficient way to move people on the west side of the valley north and south. I do hope you will think about what you are doing to our home and families. Thank You. (Unknown)</p>
	<p>Response:</p> <p>Regarding safety, Alternatives 1, 4, and 7 would improve emergency response times by both providing a river crossing and also by providing a grade-separated crossing of the</p>

	<p>railroad. All signalized intersections would include push buttons and pedestrian signals. Sidewalks, park strips and shoulders would contribute to pedestrian and bicycle safety. The center median would contribute to vehicular safety and provide a safe haven for pedestrians crossing the roadway. The noise study conducted for this EIS (included in Appendix H of the DEIS) identifies the noise impacts of each alternative and proposed mitigation measures. The air quality study (included in Appendix G of the DEIS) shows that for all the Build Alternatives air quality would improve slightly over the No Build Alternative because of the reduced congestion. There may be additional fugitive dust caused by construction activities related to both the project as well as to indirect development, but these would be short term and implementation of appropriate dust control procedures would be required. As shown in the DEIS, none of the Build Alternatives would cause a water quality concern or a violation of state water quality standards. Regarding light pollution, bridge lighting would be directed downward so that birds would not become trapped in the beam. Along the rest of the roadway corridor, UDOT would coordinate with the affected cities to develop street lighting plans, such as spacing and types of lights. The construction of the 11400 South corridor would have adverse impacts to neighborhoods. Some mitigation measures identified in the FEIS to reduce negative on community cohesion include improving pedestrian facilities (such as sidewalks and crosswalks), replacing fencing and/or vegetative screens, providing comparable housing in the instances of relocations, providing noise barriers where warranted, and enforcement of traffic speed limits.</p> <p>The southern Salt Lake Valley is one of the fastest growing areas in the state of Utah. According to the Governor's Office of Planning and Budget, total population within the study area cities (Draper, Sandy, South Jordan, and Riverton) is expected to increase by 90 percent in the year 2030 over 2000 population numbers. Maintaining the current quality of life includes objective measures such a public safety, community economic vitality, and access to employment and income opportunities. It also includes subjective measures such a community values, levels of satisfaction with community conditions, and attachment t the community. In order for the objective measures and many of the subjective measures to be met, the necessary tax base to support economic development is needed to provide services to city residents. The cities within the study area have identified both mobility improvements and economic development as necessary elements to maintain, protect, and improve the overall quality of life within the study area.</p> <p>Modeling of the future traffic conditions shows that many intersections and roadway segments will be at saturation by the year 2030, even after all planned roadway and transit projects in the study area have been completed. These planned projects, identified in the WFRC Long Range Transportation plan, include 12300/12600 South, 10400 South, Redwood Road, State Street, I-15, 700 East, Mountain View Corridor (listed as the Western Transportation Corridor), the Draper light rail extension, the Mid-Jordan light rail line, and commuter rail. This indicates a need to develop a transportation solution for the study area <u>in addition to</u> those planned projects. The Mountain View Corridor EIS is currently underway. The WFRC Long Range plan identifies this corridor as a six-lane north-south freeway facility at about 5600 West with segments scheduled to be constructed between 2013 and 2030. The Mountain View corridor project is planned independent of the alternative selected for the 11400 South EIS.</p> <p>Connecting 445 West to the frontage road system would result in an additional home relocation and additional wetlands impacts, and the same left turning benefits of the frontage road could be realized for residents of 445 West by turning right onto 11400 South and entering the proposed frontage road system at Brook-N-Lance Lane. Under the preferred alternative, estimated traffic volumes at 445 West do not warrant a signal for this intersection at this time, although a signal at this location would meet the spacing requirements so a light could be considered at this location in the future if traffic volumes and turning delays increase to the point it is warranted. As designed, there is adequate sight distance turning onto 11400 South from 445 West. However, to address the safety comments received on this issue, an analysis of the traffic operations at 445 West and 11400 South was completed. The analysis looked at adding a safe harbor lane for traffic turning left off 445 West onto 11400 South. The harbor lane would provide a left turning movement that separates through traffic conflicts on 11400 South into two stages. The left turn yields to traffic approaching from the left, turns into the harbor lane, then merges with traffic approaching from the right. The analysis showed that the harbor lane would improve the level of service from LOS E to LOS C during afternoon peak traffic conditions. Based on the analysis, the harbor lane has been added to the design for 11400 South roadway improvements in the FEIS.</p>
Comments from Citizen Cem Lyman	
	<p>Comments:</p> <p>We have lived in this neighborhood for 17 years and we have watched our neighborhood deteriorate due to the abandoned and boarded up homes since udot purchased the property in anticipation of doing this project. We feel that udot will go through with whatever plan Walmart or the big bucks want. Many of our neighbors feel that it is pointless to comment or get involved because their concerns will not be addressed. This entire project involving a 114th south offramp seems to be a patch in the wrong areas. Adding additional roads east and west to try and meet the needs to move people North and South seems like an extremely costly project at taxpayers expense. Our street is located just west of the railroad tracks and according to the Alt. 4, the other streets in the area will be connected to a frontage road, but our street is not included. We feel that this is designing a road with a very dangerous entrance/exit. It will be difficult for the numerous trucks pulling trailers to pull out on 114th south due to the speeds and line of sight issues. The school bus stop is also a serious consideration for this street. We realize a light is out of the question because we don't generate enough traffic volume. We would appreciate any consideration in including our street on the frontage road to get the best possible outcome on a project that seems to be going forward no matter what the costs to existing neighborhoods and the riverbottoms. We would also like to have the record that we use irrigation water that comes from the East Jordan Canal east of state street and expect that our ditch will not be removed or impinged upon. (Cem Lyman)</p>
	<p>Response:</p> <p>Modeling of the future traffic conditions shows that many intersections and roadway segments will be at saturation by the year 2030, even after all planned roadway and transit projects in the study area have been completed. These planned projects, identified in the WFRC Long Range Transportation plan, include 12300/12600 South, 10400 South, Redwood Road, State Street, I-15, 700 East, Mountain View Corridor (listed as the Western Transportation Corridor), the Draper light rail extension, the Mid-Jordan light rail line,</p>

	<p>and commuter rail. This indicates a need to develop a transportation solution for the study area <u>in addition to</u> those planned projects. The Mountain View Corridor EIS is currently underway. The WFRF Long Range plan identifies this corridor as a six-lane north-south freeway facility at about 5600 West with segments scheduled to be constructed between 2013 and 2030. The Mountain View corridor project is planned independent of the alternative selected for the 11400 South EIS.</p> <p>Connecting 445 West to the frontage road system would result in an additional home relocation and additional wetlands impacts, and the same left turning benefits of the frontage road could be realized for residents of 445 West by turning right onto 11400 South and entering the proposed frontage road system at Brook-N-Lance Lane. Under the preferred alternative, estimated traffic volumes at 445 West do not warrant a signal for this intersection at this time. However, a signal at this location would meet the spacing requirements so a light could be considered at this location in the future if traffic volumes and turning delays increase to the point it is warranted. To address the safety comments received on this issue, an analysis of the traffic operations at 445 West and 11400 South was completed. The analysis looked at adding a safe harbor lane for traffic turning left off 445 West onto 11400 South. The harbor lane would provide a left turning movement that separates through traffic conflicts on 11400 South into two stages. The left turn yields to traffic approaching from the left, turns into the harbor lane, then merges with traffic approaching from the right. The analysis showed that the harbor lane would improve the level of service from LOS E to LOS C during afternoon peak traffic conditions. Based on the analysis, the harbor lane has been added to the design for 11400 South roadway improvements in the FEIS.</p> <p>The riverbottom area will continue to be preserved under the various master plans of the study area cities. The 11400 South river crossing would impact a relatively small area of the riverbottom.</p> <p>When UDOT's road construction activities would impact an irrigation system they work with the irrigation company to redesign the system as necessary to ensure that customers would still have access to their irrigation water. Measures may include piping or lining canals so water can still be diverted and used. In some instances, where there may only be one or two impacted downstream users, UDOT may negotiate with the affected users to purchase their water rights.</p>
Comments from Citizen Michael Carlson	
Comment:	We own property at 455 W. 11400 S. (next to the railroad tracks). We are concerned with your plan to build the road to go under the tracks and how this will affect the frontage along our property. We would like to sit down and discuss this matter. Thank you. (Michael Carlson)
Response:	UDOT would work with affected property owners during final design to assure appropriate access is provided to properties along any roadway affected by their construction activities.

Attached are the following additional comments:

Comments from Citizen Suellen Rifkin – in Letter Format
Comments from Citizen Ryan Greenwell – in Letter Format
Comments from Citizen Robyn Moriarty Kruppa – in Letter Format
Comments from Citizen Brad Davis – in Letter Format

**Responses to Comment Letter on the 11400 South DEIS
From Draper Resident Suellen Riffkin**

Suellen Riffkin
11607 S 700 W
Draper, UT 84020
December 15, 2004

11400 South EIS
c/o URS Corporation
756 East Winchester Street, Suite 400
Salt Lake, UT 84107

Dear 11400 South EIS Team,

The following represent comments and concerns I have about the October 2004 11400 South Draft EIS and Draft Section 4(f) Evaluation.

Comment:

1.) Minor corrections and omissions:

- a. Page 3-9 and several others refer to a “small residential development, a mobile home park, located at approximately 11800 South and 500 West.” I have not been able to find these mobile homes. In that vicinity, the Inauguration subdivision has done some creative lot configuration to achieve higher densities but all of its homes are solidly attached to the ground

Response:

A change to this paragraph is warranted (the highlighted portions are the changes and the last sentence has been deleted):

Figure 3-2 shows two block groups with a higher percentage of minorities than the average value for the study area. The block group located between State Street and the Jordan River, extending south from 11400 South to 14600 South shows a 14 to 26 percent minority population. The block group located between State Street and the existing railroad, extending north from 11400 South to 10600 South, shows a 10 to 13 percent minority population. In the 14 to 26 percent block group, **residential developments are** located at approximately 11800 South and 500 West. The primary access to these residences is Lone Peak Parkway. There are some single-family residences located at 700 West, south of 11400 South, between Willow Creek and 700 West, with a primary access of 700 West. The remainder of this block is either undeveloped or commercial.

Comment:

- b. Figure 5-7b omits the proposed trail in South Jordan from about 11800 South going north to 11493 South. The South Valley Jordan River Parkway Committee and others have always worked towards having Parkway trail on BOTH sides of the river from 11400 S to

12300 S. This has been planned for many years and presents one of the few “loop” trail options for the entire Parkway.

Response:

Figures 5-7a and b shows the proposed trail on the east side of the Jordan River. The west side of the river is currently privately owned. Regardless of development plans for the property, South Jordan City has asserted that construction of the trail here will be required. A correction to Figures 5-7a and b has been made in the Final EIS.

Comment:

- c. Page 3-29, 3-69 and several others discuss irrigation canals. There is no mention of mitigating secondary water users in the study area. For example, the West Crescent Irrigation Company conveys secondary water for flood irrigation purposes under the current 11400 South alignment at approximately 600 West. Several users along Brook N Lance road rely on the height of that culvert to control flood irrigation to their properties. Your contact regarding this particular Irrigation Company is president Bob Breitling (801) 523-0329.

Response:

When UDOT’s road construction activities impact an irrigation system, they work with the irrigation company to redesign the system as necessary to ensure that customers would still have access to their irrigation water. Measures may include piping or lining canals so water can still be diverted and used. In some instances, where there may only be one or two impacted downstream users, UDOT may negotiate with the affected users to purchase their water rights. Page 4-4 of the DEIS states that all existing canals or ditches will be reconstructed if affected to preserve irrigation waters.

Comment:

- d. Figure 3-9 The Power Substation on 12300 S at approximately 400 W is pictured on the East side of the railroad. It is actually on the West side of the railroad.

Response:

Correct. The substation is on the west side of the railroad. This figure has been corrected in the Final EIS.

As a reminder, the purpose of the project is to maintain, protect, and improve the quality of life in the study area by improving mobility and providing transportation infrastructure to support economic development within the study area through the year 2030. (1-5) I will address the two main facets of this purpose and need: mobility and economic development.

2.) Improving mobility

In general, I do not believe that an interchange at 11400 S and I 15 will improve mobility in the study area. The suggested changes to 11400 south are poorly defined regarding the medians and the need for a 4 lane street width.

Comment:

- a. The ASHTO standard freeway interchange distances mentioned in section 2.2 recommend 1 mile as the minimum spacing in urban areas. The southern end of Salt

Lake County is not an urban area. The suggested spacing between the 10600, 11400 and 12300 interchanges is very close to that 1 mile minimum. I therefore believe that mobility on I-15, an interstate highway, is compromised by the placement of a new interchange at 11400 in this non-urban area.

Response:

According to the Governor's Office of Planning and Budget, based on population density data from the 2000 U.S. Census, the entire study area is classified as urban. Analysis of the interstate sections for Alternative 4 indicates that the addition of an interchange provides better mobility than other alternatives. The interchange provides a relief valve for the already congested 10600 South and 12300 South interchanges, spreading out the demand for access to the interstate. The proposed weave sections between 10600 South and 11400 South provide better on- and off-ramp operations than the standard merge section provided by the other alternatives. Simulation analysis of the interchange areas for the alternatives carried forward in the EIS confirms this assertion.

Comment:

- b. Adding an interchange at 11400 S will make the intersections at State Street and Jordan Gateway fail. The SPUI design will make the queue space on 11400 S, when cars are waiting at lights at State Street and Jordan Gateway, too small. This problem currently exists at 12300 S and Factory Outlet drive. State Street will be widened to 6 lanes which will make the available room between the SPUI and State Street even smaller.

Response:

The traffic analysis of the 11400 South interchange and adjacent intersections indicate that the State Street intersection will fail in 2030 in the No Build Alternative and Alternative 2, Alternative 4, Alternative 7, and Alternative 8 (Table 2-2). The fact that the State Street intersection will fail in the No Build Alternative suggests that the failure is a result of future land use conditions and not the presence of an interchange. The Jordan Gateway intersection fails in Alternative 3A and Alternative 3C only. The other alternatives, including Alternative 4, show a LOS D or better for this intersection. Simulation analysis of the intersections adjacent to the interchange show that there will be queuing at the Jordan Gateway and State Street signals during the evening peak hour, but that proper signal timing will reduce the duration and reach of the queuing. The proposed intersection geometry (lanes and storage lengths) is in response to these expected peak hour conditions and should function adequately during off-peak and peak periods.

Comment:

- c. Table 2-2. I find it interesting that Alternatives 1 and 4 both fail in 2030 for 4 intersections. However, Alternative 1 has 2 E and 2 F LOS whereas Alternative 4 has 4 F failures. Alternative 1 appears to provide better LOS in 2030.

Response:

Alternative 1 provides only a slightly better LOS for the arterial system, but does not provide an acceptable LOS for the interstate system. Alternative 1 causes five of the seven interstate roadway sections to operate at capacity compared to Alternative 4 where none of the seven

interstate sections are at or over capacity (see Table 2-3 in the DEIS). Overall, Alternative 4 provides a better LOS for the combined arterial and interstate system as a whole.

Comment:

- d. Table 2-2. I also note that northbound, Alternative 4 (the interchange) has no effect, i.e. alternatives 1, 3A, 4 and 7 have nearly identical LOS. Southbound in 3 intersections the alternatives are equal and on the other 5 intersections the LOS for 1, 3A and 7 is D or E (Alternative 4 is all D). The interchange, alternative 4, does not appear to significantly improve the LOS in 2030.

Response:

(It appears you are talking about Table 2-3 rather than Table 2-2, because Table 2-2 does not show northbound versus southbound LOS.) Table 2-3 illustrates the expected LOS for the PM peak hour in both directions (NB and SB). It is noted that the southbound direction is the peak direction of the PM peak hour volume; the northbound direction is the non-peak direction. It is expected that the non-peak direction will operate well in all alternatives. The real comparison is in the southbound peak direction of interstate volume. In Table 2-3, Alternative 4 is shown to operate below capacity in every interstate section evaluated, where the other alternatives show at capacity conditions in at least one, and up to five, of the seven interstate sections evaluated. Overall, Alternative 4 provides a better LOS for the project area.

Comment:

- e. Many more medians were planned than constructed on the recent UDOT project on 12300 S. Considering the final outcome of the medians of the recent UDOT project on 12300 S, greater description of the proposed medians in section 2.4 should be provided. Would the medians be raised or striped? Mountable curb or 6 inch? Landscaped medians or concrete stamped? On 12300 S, the original plan of raised medians was often argued and in many places abandoned. I feel raised medians can increase safety and, when landscaped, enhance aesthetics and should be fully described in the EIS.

Response:

The figures in Section 2 of the EIS represent the most extensive median placement that may occur. During final design, additional median openings may be included. The type of median (mountable vs. curb) and median aesthetics would be determined during final design in concert with the affected cities. The cities could provide betterment funds for decorative elements in the medians.

Comment:

- f. Of the cross sections proposed in section 2.4, I much prefer the 2 lane with the addition of a center, landscaped median if 11400 is to be re-built across the Jordan River. This would keep speed down, increase safety and walk-ability, cause less noise and disruption to neighborhoods and still preserve enough right of way for possible future growth. I do not see any discussion in the EIS of building 11400 S as a 2 lane road.

Response:

Traffic demand models of for 11400 South corridor indicate that traffic demand for a river crossing in the project area is large enough to require a four-lane roadway in the design year. A two-lane roadway would not provide enough capacity for the demand. Draper and South Jordan Cities could provide betterment funds for decorative elements in the medians.

Comment:

- g. The EIS does not detail what happens to 165 West at 11400 S. This “frontage road” carries much of the traffic from the businesses and residences along Lone Peak Parkway. It is not clear whether the counts and studies included or excluded this road.

Response:

There are three residences along 165 West at approximately 11700 South. Under Alternative 4, this road will be converted into a cul-de-sac to accommodate the ramps of the I-15 interchange with 11400 South. 165 West connects to Lone Peak Parkway at 11895 South (Election Road), providing adequate access for the residents and the businesses located along 165 West. The cul-de-sac feature has been added to the appropriate figures in the Final EIS.

Comment:

- h. I continue to be concerned about phasing, or sequencing. Considering the limited funding available, section 4.3.5 does not adequately address the details. Draper City has indicated that the interchange and river crossing must be built concurrently in Alternative 4. In 4.3.5 it seems to indicate that the interchange may be in place for 8 years before a river crossing is needed. Earlier studies of this configuration, alternative 2, indicated major failure with this option.

Response:

The traffic volumes and configuration of Alternative 2 and the traffic volumes and configuration described for the phasing of Alternative 4 are two very different options. Alternative 2 was evaluated for 2030 volumes and includes widening (to six lanes) 10600 South and 12300 South to Bangerter Highway. The Alternative 4 phasing option with just an interchange does not include widening 10600 South or 12300 South and was not evaluated using full build out, 2030 traffic volumes. As stated in Section 4.3.5, a river crossing would need to be constructed by 2012 so that Alternative 4 will provide sufficient mobility within the project area.

3.) Economic development

Due to the limited actual developable land in Draper, Sandy and South Jordan I do not agree with the economic advantages portrayed in the EIS. Some of the Draper land is already tied up by access restrictions and is currently planned to be less retail and more business/residential.

Comment:

- a. The short term detention pond and UDOT ownership of the southwest corner of 11400 S and State street severely detracts from Draper’s economic development at that major intersection. Restricting access along 11400 S at this location is a given. But, this area would be a Draper City gateway which would be very valuable for economic

development. Tying up this corner so that it can't be developed does not enhance the economic advantages.

Response:

According to the Draper City Community and Economic Development office, Draper's northern gateway area, which constitutes most of Draper's economic development potential within the study area, is concentrated west of I-15 and south of where the detention pond would be located, not at 11400 South and State Street. However, the detention pond would be constructed so as to minimize impacts to developable land at the 11400 South/State Street intersection.

Comment:

- b. It is unclear in the EIS if this detention pond (at State and 11400 S) actually is temporary. It should be. There is a better location for storm water detention which would also improve the suggested frontage road system surrounding 700 West. The garage property on the northwest corner of 11400 S and Willow creek should be purchased for a detention pond. (The south east corner is already detaining water.) By purchasing this land for detention, the frontage road would not be needed east of Brook N Lance road. Eliminating this additional frontage road (constructed only for access to the garage) would also lessen the curve required in 11400 S and perhaps decrease the amount of fill needed.

Response:

The proposed detention pond would be permanent for Alternatives 1, 4, or 7. Because this pond drains the areas east Willow Creek, and it is not practical to pipe the drainage from east of Willow Creek to a location west of Willow Creek, the proposed location is the most reasonable.

Comment:

- c. Figure 3-1c is horrible. The colors are very hard to see because they conflict with the underlying aerial photo. The quality of this graphic makes it appear that the existing and planned land uses in the study area have not been addressed. I believe this is a very important part of the EIS and that each city should have its own map. I also feel a distinction should be made between **existing** commercial and residential and **planned** commercial and residential.

Response:

Figure 3-1c has been updated in the Final EIS for clarity. This figure shows planned development as cross-hatched areas. The current zoning information is presented as various colors. Areas presented as future development and zoning classes were identified by City Economic/Planning officials as well as through research of the most recent zoning/land use/planning maps.

Comment:

- d. Section 3.1.1 indicates that Draper has plans to reclassify its Land Use Map. Until this occurs, which in Draper is a process sometimes requiring several years, I do not believe that future land use plans can be approximated. The current Land Use Map has 400 W to 700 W as Low to Medium density residential and agricultural. 400 W to I-15 is currently planned as a "Growth Area" which is characterized as a business area which has a

“planned concentration of a variety of uses (mixed uses), such as residential, office, commercial, tourism and industrial uses”. (Growth Strategies Element, Draper City General Plan).

Response:

Based on discussions with city planning officials, the future use of the area 400 West to 700 West will include office/residential development. The future development would include a “planned concentration of a variety of uses (mixed uses), such as residential, office, commercial, tourism and industrial uses,” in addition to the office/residential component. This information was used in the EIS as best representative of future conditions, since impacts related to the project would include the office/residential development.

Comment:

- e. Draper has recently revised its Land Use Map for a special 700 West section covering north of 12300 S and west of the railroad. It should be noted that that revision plans for low to medium density residential for the entire section other than a small, neighborhood commercial section along Galena Park Drive. Verifying this plan, Draper recently denied rezoning approximately 75 acres near 11400 S from 1 and 5 acre lots to half acre lots (Tony Grove subdivision).

Response:

The changes to the Draper’s Land Use Map mentioned by the commenter do not differ significantly from what Draper indicated during the data collection process for this EIS. The EIS identifies this area as “Residential” and mentions that in the area west of 600 West, it is zoned as low density residential, which is not materially different from the revised Land Use map.

Comment:

- f. Considering that half of the undeveloped 11400 S frontage in Draper City is planned for residential use, it appears that the economic benefit to Draper from the 11400 S project is not very great.

Response:

The Draper City Northern Gateway area extends from 11400 to 11800 South between approx. 400 West and State Street. Economic analysis and Draper City indicates this is a critical revenue-supplying development area. The added regional access offered by an I-15 interchange and improvements to 11400 South would support this economic development.

Comment:

- g. In South Jordan, other than the Redwood road / 11400 S intersection and the Daybreak region, much of the land in the study area is already developed as residential. Daybreak is already fully planned and will be serviced internally and by Bangerter. Again, it appears that the economic benefit from the 11400 S project is not very great.

Response:

The expected economic development projects in South Jordan would benefit from the regional access offered by an I-15 interchange and improvements to 11400 South. Without such improvements, the city would not be as attractive to new business ventures. Also, residents of

the future residential development would utilize the transportation improvements for access to the new business ventures.

Comment:

- h. Sandy city has only a very small portion of undeveloped land in the Study Area. Riverton is concentrating their development around the 12600 corridor.

Response:

Sandy City has indicated that it prefers the I-15 interchange for the regional access it will provide to existing and future development in Sandy. Riverton, without any major retail currently, is now developing land within the study area and seeking revenue with which to provide municipal services. In both cases, the added mobility of an improved 11400 South roadway and an interchange at I-15, support future development and transportation requirements.

Comment:

- i. Table 3-4 verifies that the 11400 S I-15 location has the second **lowest** Average Annual Growth Rate. This does not appear to be an area with much to gain economically from the 11400 S project.

Response:

This area, which is indicated in the table will gain approximately 30,000 residents, will benefit from the regional access offered by an I-15 interchange. Draper's northern gateway development area, which extends south and west from 11400 South and I-15, would benefit from an interchange, as would development plans elsewhere in the study area.

Comment:

- j. Table 4-7 projects sales and sales tax. The area of "SW of 11400 S and I-15" (Draper City), 76, 72 and 71 acres, is included in the total commercial development. Based on the current Draper General Plan, this acreage is too high. The area planned as Growth Area is a mixed use of residential, office, commercial, tourism and industrial uses and thus is not planned to be entirely sales tax generating. The table's calculations of acreage in Draper is about half of the total 137, 129, 132 commercial acreage suggested in this table (55% in Alternative 4). This acreage guesstimate also inflates the Total projected sales and Total projected sales tax – proportionately over estimated by half again.

Response:

This table reflects information gathered by an economist through conversations with officials from each city. The values depicted in the table are the result of analysis using various economical models and analysis practices and take into account planned commercial/retail development, population growth, and employment growth; using municipal, state, and federal sources.

Comment:

- k. Much of the proposed economic development benefits of the 11400 S project are based on this increase in sales tax revenue – unfortunate because I believe the estimates have been flawed due to inaccurate analysis of Draper's General Plan. Draper's benefit is also

diminished due to the fact that much of the land in Draper is either already developed or restricted from developing due to access issues (11400 S / State street intersection).

Response:

Cities realize benefits from economic development through the collection of various fees and taxes collected from businesses. Some of these fees and taxes are typically passed through to consumers by businesses. In order to support economic development, means by which consumers can access retail or other commercial establishments must be adequate. Therefore, cities courting economic development would realize a benefit if transportation to those economic developments is improved from their current state, since the economic developments would be in areas as yet undeveloped.

Thank you for the opportunity to take part in the draft EIS analysis. I look forward to your response.

Sincerely,

Suellen Riffkin

Cc: Draper City Manager, Mayor and Council

10-2232



RYAN GREENWELL

11272 S 675 W
SOUTH JORDAN, UT 84095
PHONE: (801) 619-1082
EMAIL: GREENWELLRC@MSN.COM

November 13, 2004

Utah Department Of Transportation
4501 S 2700 W
Mail Stop 141200
SLC, UT 84114-1200

Re: **Proposed 11400 South Project**

Dear UDOT,

I am a concerned citizen who thinks that UDOT is not making the proper decisions regarding our communities. UDOT seems to place an overwhelming amount of resources into road construction. I think this is a misguided use of public funds. UDOT explains their concentration on road modification and building, as a response to population growth and increased automobile use. It couldn't have less to do with population growth and obviously has more to do with where the money is being invested. If UDOT continually builds roads and decreases transportation alternatives, it is no surprise that an area will see an increase in the amount of cars on the road because that is the only choice the majority of citizens have. If UDOT was serious about decreasing traffic problems and improving transportation, they would invest more time and money in decreasing the amount of cars on the road.

In addition to relieving traffic related problems, decreasing automobile dependence would also improve other social problems including:

- Decreasing air pollution, increasing air quality
- Decreasing oil consumption
- Decreasing the need for costly Gulf Wars
- Decreasing urban sprawl, increasing open spaces
- Decreasing highway related deaths
- Decreasing environmental destruction
- Strengthening our sense of community
- Saving families thousands of dollars on costly automobile purchases and maintenance

This is by no means an exhaustive list and could easily be added to. Just think of how improved our communities could be just by taking a few steps in another direction. With UDOT being in such a fortunate and powerful community role, they could make some very important contributions to improving our communities for the next generation of Utahns. If, however, UDOT continues on the same expansive road building agenda, our communities will be worse off and faced with a grim future and the Utah Department Of Transportation would have to change their name to the Utah Department Of Road Builders (UDORB), which doesn't sound as good.

I would be interested in UDOT's opinion on the above matters as well as their opinion on the proposed 11400 South project.

I thank you for your time and am looking forward to hearing from you.

Very truly yours,

Ryan Greenwell



DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.
Executive Director

CARLOS M. BRACERAS, P.E.
Deputy Director

OLENE S. WALKER
Governor

GAYLE McKEACHINIE
Lieutenant Governor

December 8, 2004

Ryan Greenwell
11272 South 675 West
South Jordan, Utah 84095

RE: Proposed 11400 South Proposed Project and Transportation

Mr. Greenwell:

Thank you for your comments and concerns regarding overall transportation issues and the 11400 South project.

We too believe that the best solution to transportation involves making the most of existing facilities in addition to building more roads.

One of UDOT's four strategic goals is to make what we have work better. We have an Advanced Transportation Management System (ATMS). This system includes signal coordination, variable message signs, ramp meters, pavement sensors, cameras and an Incident Management Team.

Annual benefits of this system are estimated at \$179 million. This includes the value of both accident reductions and the value of travel timesavings.

Here are a few of the benefits of this system:

- **Reduced air pollution emissions:** By reducing the amount of idling traffic at traffic signals and at accident scenes, emissions from idling vehicles are reduced.
- **Optimize the efficiency of existing roads:** Traffic signal *coordination*, ramp meters, *incident* management and variable message signs are all intended to make the best possible use of our existing capacity. This allows us to concentrate capacity improvements where they are needed the most.

It also allows us to construct the most cost effective roads for the need, which reduces right of way and its associated impacts on adjacent land, this gain of extra capacity through efficiency has no adverse impact on wetlands, farmland, historic sites, and residents.

- **Benefits to transit:** ATMS is used to give priority to buses and light rail vehicles at traffic signals. UTA uses UDOT's traffic cameras to help the bus dispatchers guide bus drivers around problem areas. By getting information out to the public through 511 and the web site, travelers can make informed decisions about the best way to travel.

The following are items are a sample of measures that have recently been implemented or are in design that involve improving the existing system.

- Converting one of the travel lanes on Beck Street into a commuter bike lane.
- Evaluating continuous flow intersections on Bangerter Highway.
- Carpool lanes are now continuous from downtown Salt Lake City to Utah County to encourage carpooling.

Over the 1-½ years the Utah Department of Transportation has been conducting the 11400 South Environmental Impact Statement. This process has evaluated 12 alternatives including a no-build alternative. The study has considered mobility, economic development, environmental impacts, and preferences of South Jordan Sandy City, Riverton and Draper. As a result of this study UDOT is recommending to the Federal Highway Administration that 11400 South be widened to 5 lanes from Bangerter highway to I-15, add a new river crossing at the Jordan River and an interchange be constructed at 11400 South and I-15.

Thank you again for your comments.

Sincerely,



Randall R. Park, P.E.
Region Two Director

RRP/JK

December 15, 2004

1400 South Environmental Impact Statement
C/O URS Corporation
756 E. Winchester St. Suite 400
Salt Lake City, UT 84107

Re: Comments about the EIS

Note: This letter is a duplicate of comments submitted via the internet Comment Form, 12/17/04

We wish to give you our written comments on the 114th South Draft EIS, October, 2004. First, we wish to commend the Project Manager for the thoroughness of the study and the means by which information has been consistently disseminated to all interested parties. You have managed a huge undertaking and we appreciate your efforts. My name is Robyn Moriarty Kruppa and I am writing on behalf of my husband Donald and I. We've lived at 11720 South 700 West for the past 10 years, having moved from Murray to escape the urban sprawl, expanding crime, and commercialism. I've reviewed all the documents on the 114th South web site and have tried to acquaint myself with the history and major issues from all sides.

Comment:

First, there were several omissions that need to be addressed. The study did not include a noise impact discussion or mitigation plans for the road section from the railroad tracks to the east side of the Jordan River. And most importantly, the traffic model you used for this evaluation did not include the new, east-west, 9800th South Jordan River crossing. Therefore, the study conclusions about future traffic flow are totally invalid. This Environmental Impact Statement needs to be completely revisited, addressing this new data.

Response:

For any proposed UDOT road construction project, UDOT must evaluate if the project will cause traffic noise impacts. A traffic noise impact is defined as occurring when noise levels in residential areas reach or exceed 65 decibels or are increased by ten decibels or more over the existing levels as a result of the project being constructed. A noise analysis was conducted for this EIS to examine existing and year 2030 traffic noise conditions along affected routes resulting from the No Build Alternative and the four Build Alternatives. Based on the analysis, impacted receivers and locations along each affected corridor that qualify for noise abatement were identified. These locations are presented in the EIS (see Section 4.7 and Appendix H). Along 11400 South, the areas that qualify for noise walls are between River Front Parkway and Midas Creek. For any of the Build Alternatives, the area between the railroad tracks and the Jordan River does not qualify for noise walls under UDOT's Noise Abatement Policy.

As stated on page 1-4 of the DEIS, the 9800 South river crossing was accounted for in all traffic measurements and modeling conducted for the 11400 South EIS. Therefore, the traffic analysis does not need to be redone.

Comment:

All along in this study process I have, along with every neighbor I discussed it with, have favored Alternative 3A. The 114th corridor is that open space we came for, stay for, and wish to preserve. I can't say it any better than Dr. Richard S. Krannich, PhD in his analysis, at your request, of the four primary alternatives. "When considering effects on localized social cohesion, integration and neighborhood-level social interactions, Alternative 3A stands out as the construction alternative that would generate the lowest levels of adverse social impacts .." (Community Social Assessment for the 11400 South Environmental Impact Statement, July 5, 2004, page 62).

Response:

While Dr. Krannich did conclude that the impacts on "localized social cohesion" would be minimized with Alternative 3A; he also concluded that Alternative 4 "would be more responsive to the interests of **area residents**" than any of the other alternatives and "...a new I-15 interchange would greatly enhance traffic flow and access for the **overall project area**" [emphasis added] (Community Social Assessment for the 11400 South Environmental Impact Statement, July 5, 2004, pages 61 and 62). Area residents have a number of different interests that would be served by varying degrees with any alternative.

Comment:

I've looked at all the resident surveys you conducted (we were not part of any survey) and it seems as though the residents are consistently concerned with quality of life issues - open space, rural atmosphere, quiet, peaceful, safe, and small town atmosphere. Recently Draper City (thank you!), consistent with its Land Use Plan, reaffirmed its commitment to this part of rural Draper by denying a zoning change request by a developer in the 700 West, 11400 to 11700 South area. Also from your questionnaires, what residents wanted least - growth, more traffic, and road construction. Low on the list of priorities was more business and shopping, with 60% of respondents opposing more commercial development. In one survey 87% of respondents wanted more land set aside for open space. Only 6% of respondents wanted more roads going east-west (and that survey was done during years of massive construction on 106th South and 123rd South)! Residents state they want more light rail and other mass transit opportunities and wider streets, not more streets. You say, "traffic levels would increase, resulting in increased congestion and driver frustration". I say, so what? You'll never cure the problem of driver frustration no matter how many roads you add. We need to change our attitudes about driving-period, but that's another issue. So, unless I'm missing something, residents, and even your experts, have spoken loud and clear.

Response:

As the commentor notes, many in the study area are opposed to new roadway development. However, the majority of public comments received on the DEIS are in support of Alternative 4 as the recommended preferred alternative.

Comment:

Alternative 3A offers:

- the least negative impact on established neighborhoods;
- the least negative impact on Draper City's economic future

- the best short and long-term solution for east-west traffic flow over two established, major roadways ,
- the least disruptive to wetlands, wildlife habitat, historic resources
- expanded opportunities for commercial and economic growth along improved, existing roadways
- preservation of existing recreational areas and opportunities to expand parks and open spaces

So why has Alternative 4 been chosen as the best alternative? Do City officials have their own agenda and therefore ignoring residents? Much time had been spent in soliciting resident input for this study but yet the recommendations of this study are inconsistent with resident comments. After looking long and hard at the numbers (from ES-1, Impact Summary Table), my only conclusion is that Money, or in other words, Greed is the major impetus to current decision-making, making Alternate 4 the Special Interest choice. Adding an additional I-15 interchange at 114th South is certainly pushing recognized guidelines for distance between freeway interchanges. So the driving force behind this favored proposal must be purely economic.

Response:

The majority of public comments and the city governments supported Alternative 4 as the preferred alternative. Based on the comparative analysis of alternatives presented in the EIS, Alternative 4 has been recommended as the preferred alternative because it offers the greatest mobility improvements and economic benefits within the study area and impacts less than 1/3 acre of jurisdictional wetlands. It results in the least number of home and business relocations and impacts the least number of Section 4(f) resources (i.e. historic and recreational properties) of all the build alternatives.

Comment:

It seems sales tax revenue is more important to cities than the quality of life issues of their residents. I totally disagree with your conclusion that there are few economic development benefits to choosing Alternative 3A. There may not be the windfall profits promised by the big box companies, although ask the Sandy Costco how successful they've been without an adjacent freeway exit! Maybe economic growth will be slower and more reasonable but it certainly won't be missing, as your numbers suggest. Lone Peak Parkway and Jordan Gateway roads were obviously built to support development – this can happen without a new freeway interchange with local 114th South improvements. There are huge areas of untapped commercial and economic potential in existing commercial areas along 104th and 123rd South. And, in this changing economic climate, there are already so many vacant office complexes, abandoned big box and independent businesses and strip malls?. We do not want or need redundant regional/national retailers on every corner, promising to feed the coffers of our city governments.

Response:

The economic analysis for this EIS was conducted by Karen Wikstrom, AICP, president and owner of Wikstrom Economic and Planning Consultants. Karen has a Bachelors degree in Economics, a Masters degree in Finance, and twenty years of economic-analysis experience related to a wide array of projects. She has provided economic consulting services to city, county, state and federal agencies to assess fiscal and economic impacts for large-scale public facilities. The economic analysis reflects information gathered by Wikstrom Economic and Planning Consultants through conversations with officials from each city. The findings

presented are the result of analysis using various economical models and analysis practices and take into account planned development, potential development, population growth, and employment growth, using municipal, state, and federal sources. The findings are that development will occur, but would occur differently if an interchange were constructed than if an interchange were not constructed. The EIS does not assume that there would be no economic development in the study area if 11400 South were not constructed. The DEIS states Alternative 3A would not add any additional commercial development to the study area. This is because the roadway improvements for Alternative 3A occur along corridors that area already developed and no new accesses would be generated.

Comment:

If it's a choice of higher personal property taxes to maintain our quality of life, we'll gladly pay the price to keep Sam's Club or other huge conglomerates from dictating the future of our communities. Neighborhoods must not relinquish control over their future to outside commercial interests. No amount of promised revenue for individual cities is worth destroying the quality of life for thousands of established residents. We're not willing to sacrifice our quality of life to improve the bottom line of profit-inspired businesses.

Response:

The city leaders determine what growth is desired and plan the commercial and residential development for their municipalities. The role of UDOT and WFRC is to plan for the transportation infrastructure needed to support the future development by the cities. Concerned citizens should contact their city representatives to become more involved in the master planning and zoning processes for their communities.

Comment:

If Alternate 4 is chosen, 114th South will become THE major roadway east-west on this end of the valley - a mini I-80 or Bangeter Highway as it were - a straight shot from I-15 to new development in the west. Without a doubt it will take on a life of it's own, growing uncontrollably beyond anyone's anticipation. This is a shortsighted approach and this one-road alternative will never meet the long-term needs of expanding west-side development. We all know quite well that all existing east-west roads will need to be improved and expanded westward in the future. West-side areas of development need better access from both the north and the south, not additional traffic moving through established residential areas to the east. The burden is better met with the two roadways (104th and 123rd) already established and improved recently for major east-west traffic, along with planned improvements for west-side, north-south roadways.

Response:

The Wasatch Front Regional Council (WFRC) is the agency responsible for planning the transportation system within Davis, Morgan, Salt Lake, Tooele, and Weber Counties. It is a governing board of 16 elected officials from local governments in each of the listed counties. WFRC develops the Wasatch Front Urban Area Long Range Transportation Plan for the metropolitan area, which recommends highway, transit, bicycle, and pedestrian improvements over a 30-year period. UDOT, UTA, and other local, state, and federal agencies that provide transportation facilities for the public work with WFRC to prepare transportation management

plans and programs. The WFRC also receives input from its advisory committees and the public.

The traffic analysis performed for the 11400 South EIS shows that if Alternative 4 is constructed, in addition to all the other planned projects in the WFRC Long Range Plan, there will be sufficient mobility within the study area through the design year 2030. There are plans for additional north/south roadway improvements as well. The Mountain View Corridor EIS is currently underway. The WFRC Long Range plan identifies this corridor as a six-lane north-south freeway facility with segments scheduled to be constructed between 2013 and 2030. The Mountain View corridor project is planned independent of the alternative selected for the 11400 South EIS.

Comment:

The impact of a new 114th highway will be astronomical to every established neighborhood all along the way – and not just for a block or so on either side of the new road, as claimed. It would forever destroy the character and value of this unique area for this and future generations. Those of us living within the 114th corridor have absolutely nothing to gain from Alternative 4. Our property values will plummet. No one, including us, will want to live on or anywhere near this roadway – we can envision (with lots of examples of this throughout the valley) the host of nasty, irreversible consequences of high-density development inherent to road projects of this size and scope. We will relocate. In terms of family and community values, this is not progress – it's disaster.

Response:

As documented in the DEIS (Section 4.3.1), the construction of the 11400 South corridor would have adverse impacts to neighborhoods. The EIS does not claim that all impacts would be limited to within a block or so on either side of the roadway. Some mitigation measures identified in the EIS to reduce negative impacts on community cohesion include improving pedestrian facilities (such as sidewalks and crosswalks), replacing fencing and/or vegetative screens), providing comparable housing in the instances of relocations, providing noise barriers where warranted, and enforcement of traffic speed limits.

Comment:

In your Purpose and Need Statement you claim the goal of this project is "...to maintain, protect and improve the quality of life..." Alternative 4 only serves to improve the quality of life for frustrated commuters (and only a temporary fix, if that) and commercial real estate developers, at the expense of residents of the 114th South corridor. Alternative 3A, along with existing plans to add or improve roadways in growing west side areas, can provide reasonable, sensible road infrastructure to support new neighborhoods, local business and commercial expansion without the severe impacts to existing neighborhoods and open spaces.

Response:

Maintaining the current quality of life includes objective measures such a public safety, community economic vitality, and access to employment and income opportunities. It also includes subjective measures such a community values, levels of satisfaction with community conditions, and attachment to the community. In order for the objective measures and many of the subjective measures to be met, the necessary tax base to support economic development is

needed to provide services to city residents. The cities within the study area have identified both mobility improvements and economic development as necessary elements to maintain, protect, and improve the overall quality of life within the study area. The majority of public comments and the city governments supported Alternative 4 as the preferred alternative.

Comment:

During the Public comment phase and beyond, until a reasonable settlement is reached, we will personally:

- continue to follow this issue very closely and align ourselves with neighborhood and special interest groups united to influence an alternative solution,
- stay involved with educating ourselves, legislators, and other area residents of the issues,
- continue to give feedback to our elected officials. We'll vote for and support those elected officials who support our vision for safe, cohesive neighborhoods with sensible economic development in appropriate places.

Response:

UDOT is committed to continuing the public communication process and community involvement activities that have been a vital part of this project throughout the final design and ultimate construction of the selected alternative. The project team welcomes your continued involvement and input.

Thank you for continuing to provide comprehensive information about project studies, the chance to voice our concerns, and, hopefully, the opportunity to redirect your attention to alternative plans for the 114th South corridor.

Respectfully,

Robyn Moriarty Kruppa, RN, MSN, CNM
CAPT, U.S. Navy, Retired

Responses to Comments on the 11400 South DEIS from Draper Citizen Bradley Davis

Comment:

UDOT started by putting together a number of alternatives and options. Alternatives 3b, 3c, and 9 were rejected for cost (page 5-4). This is inappropriate for three reasons. First, NEPA requires that cost is not a factor to be considered. Cost can only be used to choose between alternatives that have equal impact.

Response:

As explained on Page 5-4 of the DEIS, Alternatives 3B, 3C, and 9 were eliminated primarily due to the excessive number of relocations. It is estimated that there would be over 500 residential and business relocations required to widen Bangerter Highway to a six-lane freeway facility. It is likely that many of the relocations would impact eligible historic properties, resulting in significant Section 4(f) impacts as well.

The DEIS also notes that Alternatives 3B, 3C, and 9 would cost 3 to 7 times more than the average cost of the other Build Alternatives that were carried forward for detailed consideration (see DEIS page 5-4). All of these factors can be taken into account in determining whether an alternative is “reasonable” for purposes of DEIS alternatives analysis.

Comment:

Second, Bangerter Highway was assumed to become a freeway but no analysis was done of making Bangerter a true express way with better control of some intersections and the removal of other intersections (the assumption was to make Bangerter into a true limited access freeway). UDOT has already announced plans to increase the number of traffic lanes on Bangerter.

Response:

Bangerter Highway was modeled as a controlled access 6-lane freeway for Alternatives 3B and 9 in the EIS traffic analysis. UDOT is evaluating a plan to re-stripe Bangerter Highway to three travel lanes in each direction between 10400 South and I-15. If improvements were made only to the southern end of Bangerter Highway, capacity improvements within the study area would not be sufficient to meet the project purpose and need. The effectiveness of using Bangerter Highway as a reliever route would require uninterrupted traffic flow for southern Salt Lake Valley residents to travel northbound towards downtown to avoid east-west travel to use I-15. Without freeway conversion improvements for the full length of the facility, the attractiveness to drivers would be significantly diminished.

Comment:

Third, the whole cost of these alternatives (3 to 9 times the cost of the other alternatives) was allocated to the 114th South project. This ignored the fact that these alternatives may have fixed traffic problems on every cross valley surface street from 140th South to I-80. UDOT did not discuss whether any other projects might be affected or if other roads might not need widening (saving money and reducing displacements).

Response:

This issue goes both ways. Building other improvements (included in the No Action Alternative) as well as Alternative 4 negates the need to spend money and impose impacts on Bangerter (including avoiding excessive relocations).

Comment:

In Section 5-5, the no-build alternative was rejected improperly. No-build is always an alternative if the build options have too great an impact. We feel that the DEIS is incomplete and cannot be used by FHWA to make its decision.

Response:

The No-Build Alternative was carried forward for detailed study in the DEIS as required by NEPA. Although the No Build Alternative has the least environmental impacts, it was not recommended as the preferred alternative because it does not meet the project purpose and need for improving mobility and providing the transportation infrastructure to support economic development within the study area through the year 2030. Alternative 4 is recommended as the preferred alternative because it meets the purpose and need with the least overall impacts.

Comment:

As for the data in the DEIS, we find that for the four build alternatives chosen to examine (and the no-build alternative to mostly ignore), the study is incomplete and at times in error.

First there is the characterization of the study area in Section 3. On page 3-9, “there is one small residential development, a mobile home park, located at approximately 11800 South and 500 West.” There is nothing like that at that address. There are two fairly large housing developments, both made up of starter homes. There are about 330 houses between the two developments, built from over 7 years ago to within the last year. It then goes on “There are some single-family residences located at 700 West, south of 11400 South, between Willow Creek and 700 West, with a primary access of 700 West. The remainder of this block is either undeveloped or commercial. There are no residences located adjacent to any of the areas proposed for improvements.” There are about 90 homes in the described area, with about another 200 homes in a development west of 700 West and north of 123rd South. There is still land that hasn't been developed but Draper has recently reiterated that except for a section fronting 123rd South, the area is to be developed as low density lots with large animal rights. Not only are there residences “adjacent to the areas proposed for improvements” but a number of them will be destroyed for the project. The document also claims that “One residential development exists at 11400 South, east of State Street, and others are scattered in the northern and eastern portions of the block group.” In fact, almost all the land east of the State Street commercial frontage is residential, with a large apartment complex that fronts State Street just north of the 114th South intersection and one that fronts State Street at 118th South. If UDOT can't even characterize this small part of the study area correctly, we question their ability to get any of the study right.

Response:

A correction to this paragraph, which is in the Environmental Justice section of the DEIS, is warranted and has been made in the Final EIS (the highlighted portions are the changes and the last sentence has been deleted):

Figure 3-2 shows two block groups with a higher percentage of minorities than the average value for the study area. The block group located between State Street and the Jordan River, extending south from 11400 South to 14600 South shows a 14 to 26 percent minority population. The block group located between State Street and the existing railroad, extending north from 11400 South to 10600 South, shows a 10 to 13 percent minority population. In the 14 to 26 percent block group, residential developments are located at approximately 11800 South and 500 West. The primary access to these residences is Lone Peak Parkway. There are some single-family residences located at 700 West, south of 11400 South, between Willow Creek and 700

West, with a primary access of 700 West. The remainder of this block is either undeveloped or commercial.

The 10 to 13 percent block group encompasses an area between 10600 South and 11400 South; between State Street and the rail tracks. The current development in the 10 to 13 percent block group is described correctly in the DEIS. This block area does not extend to 11800 South and so the apartment complex at 11800 South is not relevant to the analysis. Neither State Street nor 11400 South in this area would undergo major improvements in this block group area.

Comment:

In section 4, UDOT claims that the project doesn't impact low income or minority groups unfairly. This seems to not match with the data presented in the Section 3 characterization. A high percentage of the minorities and the less expensive housing surrounds the proposed interchange and the busiest sections of the a new 114th South highway and an expanded Lone Peak Parkway. UDOT did not analyze this fully in the DEIS.

Response:

An extensive community assessment, consisting of telephone and written surveys; analysis of local, state, and federal demographic data; and an intensive public outreach and involvement plan was performed during this EIS. A sociologist, noted for his research in this area, was contracted to perform an in-depth community analysis in the study area and analyze all data pertaining to community impacts, including environmental justice considerations. His findings are presented in the EIS and his report is included in Appendix B.

The analysis found that environmental justice populations would not be disproportionately affected by any of the build alternatives. The residential developments within the 10 to 13 percent and the 14 to 26 percent block groups do not surround the proposed interchange area. Rather they are located several blocks east and several blocks southwest of the area, respectively. It also found that environmental justice populations would not experience a disproportionate amount of benefits from any of the build alternatives.

Comment:

Next UDOT assumes that no economic development will occur if the road is not built, even though three of the four corners of 114th and Redwood Road are already commercial (and the fourth has a 4(f) house, which as a secondary impact will probably be demolished) and the property north of 114th South at Jordan Gateway is already sold to retail interests and the property east of Jordan Gateway is already being built upon. Other property at 110th South and Jordan Gateway has had interest but the developers couldn't come to terms with the property owner. The analysis also ignores that the property between I-15 and State Street has not been developed because the preferred alternative (and two of the other three studied alternatives) prevents access along 114th South (prohibiting prime corner access). Originally, an retail access road was to connect 110th South to 114th South between I-15 and State Street. This access road is prohibited by the preferred alternative. The preferred alternative also prohibits any access to 114th South from State Street to Jordan Gateway/Lone Peak Parkway. UDOT promised Draper that it would do detailed analysis of lost economic opportunities due to this lose of access. This analysis should be included in this section. Land around 13th West and 114th South has already been rezoned for commercial development. Even without a major highway, this land is still valuable as neighborhood commercial.

Response:

The economic analysis reflects information gathered by an economist through conversations with officials from each city. The findings presented are the result of analysis using various

economical models and analysis practices and take into account planned development, potential development, population growth, and employment growth, using municipal, state, and federal sources. The findings are that economic development will occur, but would occur differently if an interchange were constructed than if an interchange were not constructed. If an interchange were constructed, more regional development would occur, and economic development would occur at a faster rate. The DEIS states Alternative 3A would not add any additional commercial development to the study area. This is because the roadway improvements for Alternative 3A occur along corridors that are already developed and no new access or exposure would be generated.

During design of an improved roadway or an interchange, measures to assure access to properties would be incorporated. Solutions to access concerns may be different than is currently the case or have been previously discussed. In such cases, coordination between property owners and UDOT would assure adequate access.

Comment:

UDOT also claims that the south end of the valley is under served by retail development. Yet on page 3-14 “The southern third of Salt Lake County contains nearly half of the total retail space in the Salt Lake Valley.” This implies that the southern third of the county contains over half of the population.

Response:

The EIS reports that employment and revenue within the study area often outperforms the central business district of downtown Salt Lake City (page 3-13 of the DEIS). The EIS also reports that Sandy City experiences roughly three times as much revenue in total sales than the other three cities in the study area combined. The existing retail opportunities in the area are unable to meet the demand for retail; therefore, economic development is occurring and is expected to continue in the future. The study area is also undergoing a residential development period. This area of the valley has grown into a major employment and revenue center, which is resulting in more commercial and residential development interest.

Comment:

UDOT estimates a certain amount of economic benefit from spending on the project alone. They ignore that this money comes from taxpayers through the state and decreases the taxpayers and the state's ability to spend money. This is not economic development but wealth transfer. Since these workers may not live in the area of study (and may not even live in the state), the cost of the project (when adjusted for tax contributions of those in the study area) may actually be a transfer of wealth out of the study area due to increased taxes and decreased property values of the residents.

Response:

The analysis found that the cost of each alternative influences the economic benefit of each alternative. Regarding induced growth, Section 4.4.4 states that this analysis used the federal portion of the cost of each alternative. Regarding construction spending, worker spending in the study area brings revenue to the study area for a build alternative (at establishments where workers spend their money) that otherwise would not be realized. In each case, values for worker spending and induced growth are compared among all alternatives. For the build alternatives, since worker spending and induced growth each describes new expenditures, it is considered new revenue rather than a transfer of wealth.

Comment:

The DEIS goes on to describe that the open spaces and the Jordan River combine to form a “distinctive visual pattern” (page 3-66). The DEIS then ignores that some areas (especially the region from the UPRR to Jordan River) are trying to preserve the open space (with large properties and public open space) and others (around Midas Creek) are trying to build a suburbia that preserves natural features (open creek and natural terrain). While this is not a perfect preservation of the nature, it is a far cry from the proposed highway with its extreme cuts and fills.

Response:

Regarding visual impacts, the DEIS reports that major visual impacts in the Jordan River floodplain area would occur for Alternatives 1,4, and 7 and proposes some possible mitigation measures to lessen those impacts. The DEIS further reports on the required cut/fill walls in the area for the proposed river crossing and includes simulations to show what the landscape might look like should they be built. The Final EIS include more discussion and graphical representations of the cut and fill wall impacts in the Midas Creek area (Section 4.13).

Comment:

UDOT's public involvement qualitative studies occurred while the 123rd South project was in full swing and while parts of 106th South were still under construction. UDOT has had some major part of the south valley under construction since the early 1990's (including the I-15 rebuild, the south end of Bangeter, construction on 90th, 106th, and 123rd) besides numerous smaller projects. Traffic studies are polluted by this construction and UDOT has not validated their traffic models for this are for over 10 years.

Response:

The traffic analysis of existing conditions for the 11400 South EIS evaluated what the study area roadway conditions will be after the construction activities to widen 12300/12600 South were complete and after 10400 South has been widened to four lanes as currently proposed. To account for current construction activities in the project area, traffic volumes on 12300/12600 South and 10400 South west of 1300 West came from data sources before construction activities (1999 and 2000, respectively). Other roads that were likely to be affected by construction activities, including the area surrounding 1300 West and 11400 South, were treated in the same manner, using 1999 traffic data as the base for 2003. This data was factored for population growth to reflect 2003 volumes. To verify the data, traffic counts were recently conducted at the intersection of 1300 West and 11400 South. In addition, in response to several comments received, traffic counts were also collected along 11000 South. As stated on page 1-4 of the DEIS, all traffic measurements and modeling conducted for the EIS accounted for the new 9800 South river crossing.

When federal funding is involved, it is a Federal Highway Administration (FHWA) requirement to use the most current long-range traffic model available to determine future transportation needs. The most current traffic model available for the 11400 South project is the Wasatch Front Regional Council's (WFRC) 2030 model. Therefore, the WFRC 2030 model was used to report on no-action conditions and to develop “build” alternatives for this EIS.

Comment:

UDOT has ignored that much of the study area contains property with large animal rights. There is no analysis of the impact this project has the pressure to reduce lot sizes putting animal owners adjacent to high density housing. This causes neighborhood conflicts that are usually resolved by

forcing the animals out. Animal owners often own trailers pulled by vehicles with a large turning radius (made larger by the trailer). The proposed raised median will prevent these vehicles from accessing some of the minor roads and the planned road width will make it hard to make left turns and impossible to make U-turns. UDOT ignored this impact.

Response:

Regarding future development trends, the analysis was based on each city's projected development and zoning plans, as is discussed in the Draft EIS. Such plans are a reasonable and accepted basis for projecting development trends. Based on area residents' concerns, the preliminary roadway design includes median openings that facilitate U-turn movements for vehicles with trailers. The 14-ft center turn lane widths will also accommodate large trailers for left-turn movements.

Comment:

UDOT does not examine the safety issues surrounding putting a major highway through properties that contain large animals. While owners try to restrain their animals, animals do get out accidentally and are often released by vandals. Vandalism of large animals will likely increase due to the increased traffic through the area.

Response:

It is not expected that there will be significant safety issues associated with large animals residing at properties adjacent to 11400 South. Large animal crashes typically occur on rural roads and the majority of those accidents result from encounters with deer. If a problem develops, "no access" fencing could be installed along 11400 South.

Any transportation improvements along any corridor would be made within UDOT safety design standards; however, UDOT cannot control residents' animals. This is the responsibility of the animal owner. Draper City Ordinance, 7-5-130 *Animals Running at Large*, states:

"It shall be unlawful for the owner or person having charge, care, custody or control of any animal to allow such animal at any time to run at large. The owner or person charged with responsibility for an animal found running at large shall be strictly liable for a violation of this Section regardless of the precautions taken to prevent the escape of the animal and regardless of whether or not he knows that the animal is running at large."

Comment:

Most of the current 114th corridor is rural or large lot residential (with large animal rights). While the rural land is converting to residential (of various lot sizes), it still maintains the rural feeling (larger lots, animal rights, and in some areas, soft riding paths with limited concrete curbing and sidewalks). The large lot sizes creates open space without impervious surfaces adjacent to public open space where wildlife can coexist with suburbia. A secondary effect of this road will be to encourage denser housing on the current rural land and further subdividing of current large lots to smaller lots as animal owners move to other areas.

Response:

The land use analysis considered the cities' future land use and zoning plans. Alternatives were designed with minimal impact to recreational resources and included pedestrian/bicycle/horse trail access. While riding horses along 11400 South may be more difficult, the alternatives that include a new river crossing also provide new pedestrian/equestrian access to the Jordan River Parkway trails.

Comment:

While the DEIS mentions the major irrigation canals (mostly with respect to the historical nature of these structures), it totally ignores the impact this project has on minor irrigation canals and ditches. These provide non-culinary water to most large and many medium sized lots. Most of these property owners cannot afford the culinary necessary to keep their properties healthy. Disruption of any of these systems will cause financial hardship to property owners and will increase the load on an already limited culinary supply. UDOT treats these resources as valueless. Even though the Galena canal was used into the 1990's to irrigate large property (and though there are still property owners who would like to resurrect the canal), on page 5-32 UDOT assumes that it has no use or value.

Response:

When UDOT's road construction activities impact an irrigation system, they work with the irrigation company to redesign the system as necessary to ensure that customers would still have access to their irrigation water (see DEIS Page 4-4). Measures may include piping or lining canals so water can still be diverted and used. In some instances, where there may only be one or two impacted downstream users, UDOT may negotiate with the affected users to purchase their water rights.

Research conducted regarding the Galena Canal shows that it is currently inactive. The headworks no longer exist and much of the canal within the study area appears to have been removed and replaced by residential construction. What remains of the canal is now dry most of the year and is only fed through groundwater seepage. It is against this finding that impacts based on transportation improvements are identified.

Comment:

UDOT claims that the preferred alternative improves access between east and west sides of the river. Nominally this is true, but in reality the claim doesn't hold up. The most extreme case is if someone on the proposed east side river trail wanted to get to the west side trail or parks. The proposed river crossing replaces a proposed pedestrian only bridge with a pedestrian access along the highway. These are not equivalent, as the quiet, easily accessible pedestrian bridge is replaced with a bridge that requires long ramps (UDOT's diagram) and is adjacent to a highway that is so noisy as to prevent normal conversation (UDOT's estimated noise levels). The pedestrian bridge would have connected directly to the River Front Park, north of 114th South. The new bridge will be on the south side of the 114th South river crossing. The pedestrian bridge could have provided convenient bike and walking access to NorthFace University for students who will be living in the Sterling Village apartments (opposite sides of the Jordan River). The new bridge is too far out of the way for convenience.

Quicker automobile access cannot be promised either. The one or two minutes saved (on a five minute trip) to the River Front Park from the east side of the river may be negated by waiting for new traffic lights. The trails on both sides of the river will not have any parking and the new highway will be too busy for children to walk along. This inhibit access to many residents on both sides of the river. People far from the river will still park in the current parking lots while people along the project will now have to drive to the parking lots (rather than walk).

Response:

The proposed pedestrian bridge would be constructed adjacent to but at a slightly lower level than the highway bridge. The associated ramps would be installed in order to meet the American's with Disability Act (ADA) requirements. The bridge would connect the trail on both sides of the river, without requiring users (pedestrians, equestrians, bicyclists) to use the roadway bridge. By adjoining the pedestrian bridge to the roadway bridge, a separate pedestrian bridge would not be

needed at 11200 South, thereby allowing longer segments of the Jordan River to remain without crossings. It is not expected that an additional two blocks in each direction would deter many students from using the pedestrian bridge.

Access delays from traffic signals were already factored into the analysis. The one to two minutes saved is per vehicle. When this savings is extrapolated into vehicles per day and per year, there are significant savings.

Cities' proposed trails, if developed, would allow more trail access to the Jordan River Parkway Regional Trail. Established parking lots for the Jordan River Parkway Regional Trail would not be different than is currently available.

Comment:

UDOT assumes that noise impact along the Jordan River trail would be transitory (since no user of the trail will want to stop anywhere near the highway) so no noise control is needed (nobody will stop near the highway because of the noise levels are so high so we don't have to worry about the noise levels because nobody will stop there). The noise level near the highway will make it impossible to converse at normal levels. UDOT doesn't tell how far away from the highway a trail user will need to be to not be impacted by the noise. UDOT doesn't tell how far away from the highway a trail user will need to be to be able to hear the quiet gurgle of the river or the song of a bird.

Response:

The noise analysis indicates that noise levels along the Jordan River Parkway trail at 11400 South are estimated to increase to 63.6 decibels in 2030 under Alternative 4 (see Page 4-18 of the DEIS). The UDOT Noise Abatement Criteria (NAC) for Activity Category B, which includes picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals) is 65 decibels. Therefore, the 65-decibel contour line for each alternative was prepared and included in the DEIS (Appendix H). At the 11400 South crossing, the only areas within the parkway that would exceed the 65-decibel contour occur west of the Parkway trail, immediately adjacent to River Front Parkway.

The Division of Parks and Recreation, in a letter dated September 20, 2004 (included in Appendix D of the DEIS) stated they did not believe the noise and visual impacts from a new 11400 South river crossing would not significantly impact the trail or Parkway or affect the amount or nature of leisure use.

Comment:

UDOT also claims that there will be minimal impact on other parks in the area. They have ignored that many horse owners who live near the Salt Lake Equestrian Park ride their horses to and from the park. This will be impossible for any who live south of the proposed road. Others who pull trailers will have problems as they make constrained turns on a busy highway (rather than on a lightly traveled local road).

Response:

Concerns of residents with equestrian interests were solicited early in the EIS process. Currently, those riding horses to and from the Salt Lake County Equestrian Center must travel along the roadway as there are no established equestrian trails. The new roadway would have 8-ft shoulders that would be available for equestrian use and would take the horses out of the travel lanes. To access the equestrian center from south of 11400 South, horse owners could cross 11400 South at signalized intersections located at 2700 West, Redwood Road, and 1300 West.

The center-turn lane is designed at 14 feet, which would provide adequate space for large vehicles with trailers to pull over and turn. For all Build Alternatives that include improvements to 11400 South, median openings are included at the Equestrian Center entrance.

Comment:

UDOT ignores noise issues in the proposed Willow Creek Park. It also ignores access issues created by the extreme grade fill of the Little Willow Creek valley to this proposed park.

Response:

The noise analysis indicates that noise levels within the proposed Willow Creek Park would not exceed the 65-decibel contour under any Build Alternative (see Appendix H of the DEIS).

If improvements to 11400 South are part of the selected alternative, UDOT would work with Draper City to assure appropriate access to Willow Creek Park is provided.

Comment:

UDOT ignores how different the traffic patterns will be between different alternatives. In Alternative 1, 114th is a 4 lane local road, used mostly for local access. In Alternative 4, 114th South becomes freeway access with much of the traffic (especially at peak travel times) being pass-through, not local. UDOT did not include any data (especially estimated traffic) to justify their conclusions on that Alternative 4 would have less social impact than other alternatives. This conclusion isn't supported by even the most surface examination of the area. Currently all the neighborhoods between I-15 and the Jordan River (north and south of 114th South, east and west of the UPRR) maintain close contact because all the roads carry a high percentage of local traffic. There is little contact across the Jordan River. Adding a major highway with an interchange increases the traffic to a level that will split the neighborhoods into four separate areas on the east side of the river and will split every neighborhood on the west side into two parts.

Response:

The DEIS did not conclude that Alternative 4 would have less social impacts than other alternatives. Pages 4-5 of the DEIS states that the 11400 South corridor would result in an erosion of localized social ties and neighborhood cohesion. Page 4-6 of the DEIS states that Alternative 4 would be more disruptive than Alternative 3A, but less disruptive than Alternative 1 in terms of overall impacts to local neighborhoods.

The construction of the 11400 South corridor would have adverse impacts to neighborhoods. Some mitigation measures identified in the EIS to reduce negative on community cohesion include improving pedestrian facilities (such as sidewalks and crosswalks), replacing fencing and/or vegetative screens, providing comparable housing in the instances of relocations, providing noise barriers where warranted, and enforcement of traffic speed limits.

Comment:

UDOT claims that a new highway will provide access to land-locked property. Due to the extreme cuts and fills from UPRR to 13th West, most of the property that is now landlocked will become more so. The only access one property owner will have is through a 4(f) house. Other property owners will have to build access through already existing dead-end cul-de-sacs, sometimes raising existing homes. These secondary impacts are ignored by the DEIS.

Response:

If a Build Alternative is selected, UDOT would work with affected property owners during final design to assure appropriate access is provided to properties along any roadway affected by their construction activities or constructed product.

Comment:

There will be secondary pressure to destroy other 4(f) properties as the new road will encourage conversion from current usage (rural or residential) to commercial usage. UDOT ignores these impacts.

Response:

Indirect and cumulative impacts to historical structures are identified in Sections 4.11 and 4.19 of the DEIS. Additional information on expected cumulative and indirect impacts on historic resources has been added to these sections of the Final EIS.

Comment:

On page 5-40, UDOT claims that they minimized impact on the Fairbourn Historical District. In the preferred alternative, almost all buildings will be destroyed and the land left will not have any historical value. The historical value is in the buildings and how a single family expanded and built new homes and outbuildings. Moving the buildings en-mass (even when rebuilt in the same layout) reduces the historical importance, while moving the buildings individually destroys most of the historical value.

Response:

The DEIS on Page 5-40 acknowledges that the district cannot be avoided under Alternative 4 and that there will be impacts. The DEIS also notes that the roadway cross-section would, however, be reduced in this area in order to reduce impacts to the district. The following is an excerpt from page 5-40 regarding the Fairbourn Historic District:

“Fairbourn Historic District (Alternatives 1, 3A, 4, and 7) – Because this property is located on all four corners, it would not be possible to sufficiently reduce the roadway cross section to avoid this historic district.”

Table 4-24 and Table 5-7 of the DEIS acknowledge the impacts to the Fairbourn Historic District from Alternative 4.

Comment:

On page 5-46, UDOT implies that the Fairbourn Historical District has less value due to vandalism of the buildings. They fail to mention that the vandalization happened after UDOT purchased or condemned the the buildings and that UDOT had not done anything preserve these historic properties until after they were vandalized.

Response:

UDOT had fulfilled the commitments of the Memorandum of Agreement for the 11400 South EA and FONSI that was contested in court prior to initiating this EIS. These commitments included appropriate documentation of the adversely affected historic properties. The EIS concluded that the Fairbourn Historic District was a viable historic resource, regardless of structures' conditions. For Alternatives 1, 4, and 7, as indicated in Section 5.8.3, three structures of the Fairbourn Historic District would be removed. All three properties have been vandalized. One property became eligible for the NRHP only after it was vandalized and the features that previously rendered it ineligible were removed. Through coordination with the SHPO, mitigation measures

will be identified for direct and indirect impacts to cultural resources associated with the recommended preferred alternative. These mitigation measures will be identified in the MOA with SHPO, which will be included in the Final EIS.

Comment:

On page 5-49, UDOT ignores that moving the historically significant bridge reduces its historical value. No effort seems to have been made to maintain this bridge in or near its current position.

Response:

Table 4-24 and Table 5-7 of the DEIS acknowledge the impacts to the historic canal bridge. Avoidance of the historic bridge through alignment shifts or minimization of impacts through reduced cross-section is not possible under the alternatives that include improvements to 11400 South because the bridge is in the center of the 11400 South alignment at 200 West. Additional information on avoidance and minimization measures considered for the historic bridge have been added to Section 5.6.2 of the Final EIS. Through coordination with SHPO, mitigation measures will be identified for direct and indirect impacts to cultural resources associated with a proposed alternative. These mitigation measures will be identified in the MOA with SHPO, which will be included in the Final EIS.

Comment:

UDOT ignores the fact that the Little Willow detention basin is to be built on a hillside with a 30 degree slope. The cutting of the hillside or the building of berms will significantly change the natural character of the creek valley.

Response:

The design of the detention basin would fit into the surrounding landscape as much as possible while still maintaining the functionality and safety of the basin.

Comment:

UDOT doesn't seem to worry about any mosquito abatement problems in the marshy bottoms of the new detention basins (especially near animal property)? This may become a major health issue if West Nile disease comes to Utah.

Response:

Detention basins would be designed to limit standing water as much as is feasible. All detention basins would be regularly maintained.

Comment:

While UDOT examined the problem with heavy metals in road runoff, they totally ignored the the problem of sodium chloride poisoning of the Little Willow. UDOT ignores that the Little Willow is used for irrigation and animal watering, besides providing water for the riparian vegetation along its banks. UDOT does not examine the problems of extra NaCl added to this creek during the winter "salting" months that would be caused to these other uses of the creek. UDOT doesn't look at the possibility of buildup in the stream bed that might leach out during the summer months. UDOT completely ignores the secondary impact that would occur if newly created commercial areas add their runoff (and salting of new parking lots) to the new storm drain system (and to the creeks).

Response:

Table 4-18 lists the expected total salt concentration during winter months when deicing salts are applied to roadways for each of the alternatives. The salt concentrations are measured as total dissolved solids (TDS). The Utah TDS water quality standard is 1200 mg/L for crop irrigation and 2000 mg/L for stock watering. The values listed in Table 4-18 do not exceed these standards.

Indirect and cumulative impacts to surface water resources are identified in Sections 4.8.1 and 4.19 of the DEIS. Additional information that quantifies expected cumulative and indirect impacts to surface water resources has been added to these sections of the Final EIS.

Comment:

UDOT proudly talks about it's TIE (Transportation Ideas Exchange) group. It claims to have listened to input from this group. They too were ignored.

Response:

As stated on Page 6-8 of the DEIS, suggestions and questions from the TIE were invaluable in moving the project forward. Among other things, TIE member suggestions on how to make the public meetings more successful were implemented; TIE members assisted in making project materials more readily understood by the public; and new alternatives and refinements to initial alternatives were suggested by TIE members and incorporated into the alternatives evaluation process. The fact that the DEIS does not recommend the alternative favored by several TIE members as the as the preferred alternative does not mean the group's input was ignored.

Comment:

During the TIE meetings, UDOT was asked if the lanes on 106th and 123rd could be re-striped to gain capacity increases rather than widening the roads. UDOT said that this was possible. This re-striping would significantly decrease the property that would be taken on any option that that includes widening 106th and 123rd.

Response:

While re-striping these roadways might be possible to accommodate six travel lanes, commitments made in other environmental studies on 106th and 123rd had to be honored. If lanes were striped to accommodate six travel lanes within the existing 106 ft right-of-way, the roadway safety would be compromised because it wouldn't accommodate the required medians and shoulders for vehicle safety, and/or sidewalks and park strips for pedestrian safety. In addition, there would not be sufficient width to accommodate bicycle lanes.

Comment:

The TIE group asked for traffic projections along the key roads and at the intersections for each 5 year period over the 30 year study. UDOT refused at that time and has not provided any meaningful traffic data in the DEIS. This implies that their assertion that this project is needed for traffic improvements cannot be supported by their own data. There are a number of streets that connect to 114th South and are not signalized. Without traffic data, it is impossible to know if these neighborhoods will be accessible during high congestion periods.

Response:

Traffic improvements for environmental documents are based on long-range projections based on the most current available traffic model which in this case is 2030. Roadway and intersection capacity issues happen gradually, over time, and would not arrive suddenly at a given point in time between now and 2030. The long-range planning approach is a proactive approach to identifying problems, generating solutions, and implementing a preferred solution to meet year

2030 needs. Improvements are not based on interim volumes. However, volumes for year 2012 and 2022 (years where traffic modeling was available) were studied to explore possible phasing options for the alternatives. These results are included in the DEIS.

There will always be opportunities to add more signals to 114th South in the future if traffic warrants are met or traffic studies for future development justify action. At this time, the information gathered indicates that traffic signals will be needed at the locations identified.

Comment:

The TIE group complained about reduced access to the Salt Lake County Equestrian Park (either by trailers or ride-in/ride-out). UDOT has not addressed that impact in this document.

Response:

As stated previously in these responses, currently, those riding horses to and from the Salt Lake County Equestrian Center must travel along the roadway as there are no established equestrian trails. The new roadway would have 8-ft shoulders that would be available for equestrian use and would take the horses out of the travel lanes. To access the equestrian center from south of 11400 South, horse owners could cross 11400 South at signalized intersections located at 2700 West, Redwood Road, and 1300 West.

The center-turn lane is designed at 14 feet, which would provide adequate space for large vehicles with trailers to pull over and turn. Median openings are included under all the Build Alternatives at the Equestrian Center entrance.

Comment:

UDOT has not widely publicized the extreme nature of the cuts and fills for the preferred alternative. Impacted homeowners were informed only after members of the TIE demanded it. The cuts and fills for the road in the Jordan River Valley are extreme. This is different for almost any other part of the valley, even at 106th South and 123rd South. This is due to the narrowness of the valley at 114th South and that 114th South traverses the valley in a straight line rather than at an angle (106th travels ¼ of a mile north through the valley and 123rd travels 3/8ths of a mile south through the valley). The cuts and fills create a visual impact that doesn't exist anywhere else, disrupting views north and south along the river. The Little Willow Creek valley is almost completely filled in where 114th South crosses it.

UDOT did not address any of the impacts that cuts and fills would have to the existing neighborhoods around the Little Willow Creek and the Jordan River. The fills would raise the roadbed well above the existing houses. The included pictures have a URS employee (the UDOT contractor that prepared this DEIS) showing homeowners the height of the fill next to their houses. According to the URS employee, the top of the stick is the top of the fill, implying that curbing, sidewalks, guard rails, and sound walls would all raise above the stick. These pictures are from the west side of the Jordan River, similar fills exist on the east side of the river. These fills will be very intrusive to the visual aspect of the river valley. They will also physically divide what are currently neighborhoods by cutting off access roads (requiring neighbors to west or east past the fill to an intersection). The Little Willow Creek valley is almost completely filled in, destroying the valley's aesthetics completely. UDOT ignored the topography (and the required cuts and fills) when examining safety issues (requirements to constrain automobiles to the raised roadway), noise issues (noise is generated at the roadbed level and is much higher than at ear level where most measurements are made), economic impacts (drop in property values), wildlife impacts (both on ground animals and on birds since some of the fills will raise the ground level 40 feet into the flight space), besides the aesthetic impact.

Response:

Extensive efforts were made to inform affected homeowners between River Front Parkway and Midas Creek of what the proposed cut/fill walls would be like. Project team members met with the residents in this area on two separate occasions. During the first meeting, project team members and area residents walked along the preserved roadway corridor, with one project engineer holding a survey rod showing the approximate height of the cut walls (which included the height of the proposed noise walls) at each property. The second meeting was held very near the affected neighborhood at a meeting room in a TIE member's business office. At this meeting, the project team presented visual simulations of the walls made from photographs taken of the neighborhood. The visual simulations were also presented at the public open houses and several were included in the DEIS. Additional information showing the estimated cut and fill wall heights at each property owner's location has been added to the Final EIS in Section 4.13.

On the east side of the Jordan River, 11400 South currently dead-ends on the bluffs above the Jordan River at approximately 720 West. The new 98-ft roadway would travel down the steep slope on fill material (of up to 40-ft depth) before it crosses the Jordan River. This fill slope would taper down on the north side towards two homes along 805 West. At that location, the fill walls would be approximately 10 to 15 feet in height and would be on undeveloped property south of the homes.

The EIS did not ignore the impacts caused by the large cut/fill walls. Pages 4-5 of the DEIS states that the 11400 South corridor would result in an erosion of localized social ties and neighborhood cohesion. Information on the impacts of these walls to neighborhood cohesion is included in Section 4.3.1 of the Final EIS.

The EIS considered existing topography in roadway design and environmental impacts analyses. Roadway geometry was designed to the American Association of State Highway Transportation Officials (AASHTO) and UDOT design standards. The modeling conducted for the noise analysis included existing and proposed roadway topography to determine noise impacts. Property values are affected by mobility and traffic congestion. Residential property values tend to be driven down by more congested, busier roadways, while property values may increase if a peaceful setting is maintained while improving mobility for residents. Residential property values may also be negatively impacted by new roadway development. Regarding wildlife impacts, the bridge has been designed to be at least 10 feet high to allow a minimum of 10 feet of natural substrate on each side of the ordinary channel for animals to pass under the structure. This would provide a movement corridor for animals of all sizes. Mitigation measures identified in the DEIS include: providing cover for small animals passing under the bridge and directing bridge lighting downward so that birds would not be trapped in the beam.

Under the bridge crossing alternatives, major visual impacts to the Jordan River floodplain area would occur in the 11400 South vicinity. Mitigation measures proposed to lessen the visual intrusion include painting the bridge and associated structures more natural colors to lessen the contrast of the man made and natural elements, directing street lighting downward to avoid unnecessary lighting of the night sky, and adding decorative elements to the cut and fill walls and sound walls, such as patterned concrete (see page 4-84 of the DEIS). South Jordan and Draper Cities could provide betterment funds for decorative lighting, decorative elements, or landscaping in order to soften the visual impact of the new roadway and bridge.



Comment:

It seems that UDOT has completely ignored any obvious problems to their preferred alternative.

Response:

The DEIS identifies numerous impacts from all the Build Alternatives, including the recommended preferred alternative, and proposes various mitigation measures for identified impacts.

Comment:

Vegetation in the 114th corridor on the west side of the river implies that some of that land may be wetlands. Vegetation seems to be riparian in nature, including multiple stands of Russian Olives that are most often found wetter soils, typically along rivers and creeks and near springs. This should be studied during the spring and summer to verify.

Response:

The wetlands analysis was conducted according to the US Army Corps of Engineers (Corps) guidance. Fieldwork for the delineation was conducted in the summer and early fall of 2003, and again in the summer of 2004. Wetlands delineated included wetlands on the west side of the Jordan River. The Corps was consulted during analysis and concurred with the results of the analysis. Through consultation with the Corps, mitigation measures were identified, and are proposed in the DEIS.

Comment:

UDOT ignored new traffic patterns that a new interchange would create. One simple example is the traffic that daily surrounds Juan Diego High School and its associated grade and middle schools. Juan Diego is a Catholic school with most of its students commuting from outside the study area. The automobile access seems to be north or south on I-15 to 123rd South, east to Factory Outlet Drive, north to 118th South, and then east to the school's entrance. There is other traffic that travels to 114th South (either on State Street, 700 East, or 1300 East) then to 300 East and south through a residential neighborhood (on an un-striped street) to the school's entrance. UDOT has not examined the impact to this neighborhood by the increased load from any build alternative.

Response:

Traffic patterns may change throughout the study area as a result of new access. Traffic pattern changes don't automatically translate into negative impacts. Some traffic pattern changes may be positive benefits, where vehicle miles of travel would decrease throughout the study area and reduce congestion. Future traffic flow problems in neighborhoods would be addressed by the cities.

Comment:

The DEIS also hints that the full story hasn't been presented. Here are two examples. In an EA for a previous project (August 21, 2000), UDOT's contractor proposed a road in the same corridor with a design speed of 80km/hr (50 mph) (figure 2-5 of the EA). In this document, the proposed design speed is 45 mph (figure 2-15 of the DEIS). Since the proposed fills are dramatically more intrusive in the DEIS with a slower design speed, UDOT needs to justify the difference or acknowledge that the current proposal has a higher design speed than is documented. The higher design speeds would require a complete reevaluation of the all of the impacts.

Response:

The design of 11400 South for the DEIS was conducted independently of any design conducted for the previous Environmental Assessment for this corridor. For the 11400 South EIS, a design speed of 45 mph was used and roadway geometry was designed to AASHTO and UDOT design standards

Comment:

In the PM10 Analysis, UDOT mentions that the Long Range Plan includes possibly restriping 114th South to 6 lanes in the same time frame as finishing this project's expansion of 114th South

to 4 lanes west of Redwood Road. UDOT should evaluate the all the impacts that 6 lanes (and 50% more traffic) would have in the study area, not just the particulate levels.

Response:

All analysis for the DEIS assumed improvements to 11400 South would consist of four travel lanes and a center turn lane or median. The reference to the possibility of re-striping 11400 South to six travel lanes in Table 4-10 was from a December 2003 version of the *Wasatch Front Urban Area Long Range Transportation Plan Update, Appendix D*, and has been removed from the document to avoid confusion. The traffic analysis performed for the 11400 South EIS shows that a five-lane facility (two travel lanes in each direction and a center turn lane or median) is sufficient on 11400 South through the design year 2030. If 11400 South were to be widened in the future, it would be a separate action from this EIS and the required environmental analysis would need to be completed.

Comment:

Besides the problems with the content, the deployment of the DEIS as a set of PDF files with a browser front end on a CD was done in such a way as to make it hard to use by the average computer user. PDF sections were all opened in the same window which was small in size and unresizable. This prevented readers from reading and comparing multiple sections at the same time and it caused readers to either use a small font or only see a small portion of a page at a time. Many images were placed to be read by turning the book sideways, which is nearly impossible to do with a computer monitor. These problems substantially reduced the usability of the CD version when compared to the print version. While searching in a section was easier, searching the whole document was hard (each section must be searched individually). It was almost if UDOT expected the recipients of the CD version to print out the whole document and put up with small reproductions of the maps and pictures that their small format printers could create. Except for the addition of the limited search capability, the CD version of the DEIS was much worse than the printed version. This argues that the DEIS was not as accessible as previous printed documents were.

Response:

In addition to the electronic copies of the DEIS distributed on CD, the document was also posted on the project web site and printed documents were made available at the following locations:

UDOT Region 2 Office, 2010 South 2760 West, Salt Lake City
UDOT Central Office, 4501 South 2700 West, Salt Lake City
Draper City Hall, 1020 East Pioneer Road, Draper
Draper Public Library, 12441 South 900 East, Draper
Sandy City Hall, 10000 South Centennial Parkway, Sandy
Sandy Public Library, 10100 South Petunia Way, Sandy
Riverton City Hall, 12765 South 1400 West, Riverton
Riverton Public Library, 12860 South Redwood Road, Riverton
South Jordan City Hall, 1600 West Towne Center Drive, South Jordan
South Jordan Public Library, 10300 Beckstead Lane, South Jordan

There were no other complaints received on the document readability.